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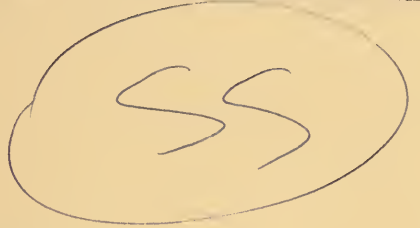


**Suburban  
Bus Division**

Board of Directors  
Florence Boone  
Chairman

Abner Genet	Vernon T. Squires
Robert G. Goben	Chester Stenczel
John E. Hausmann	Richard L. Verbic
Fred E. Marunde	Glenn Warming
John D. Rits	Richard Walton

Charles J. Zetek



# **FY 85 Operating and Capital Program & FY 85-87 Financial Plan**

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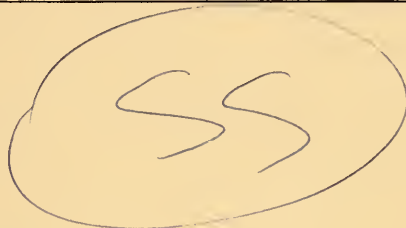
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## TABLE OF CONTENTS

	<u>Page</u>
Introduction.....	1
Suburban Bus Division Carriers.....	5
Fiscal Year 1985 Operating Budget.....	6
Suburban Bus Division Proposed Budget Summary 1985.....	9
Proposed 1985 Operating Budget Summary and Recovery Rate Determination...	11
1985 Proposed Suburban Bus Carrier Budgets for the 12 Months Ending 12/31/85.....	12
1985 Contracted Bus Service Costs.....	13
1985 Proposed Paratransit Budget Summary.....	14
Proposed 1985 Centralized Support, Insurance and Fuel Budget.....	15
Proposed 1985 Administrative Budget.....	16
Cash Flow Statement.....	17
1985-1987 Three Year Financial Plan.....	18
Proposed Fiscal Year 1985 Capital Improvement Program.....	21
Suburban Bus Division Fiscal Year 1985 Program/Fixed Route Operating Program.....	23
New Service.....	26
Service Improvements.....	27
Service Restructuring.....	29
Special Considerations.....	30
Service Reductions/Eliminations.....	32
Supplemental Service Reductions.....	35
Recommended Fiscal Year 1985 Paratransit Operating Program.....	38
1985 Paratransit Operating Program-New Service Summary by County.....	41
Suburban Bus Division 1985 Paratransit Program Budget by Funding Source for Paratransit Grant Recipients.....	44

APPENDIXPage

FY1985 Program Proposals.....	45
1985 Service Reductions.....	54
Operating Program Summary.....	55
Ordinance and Public Hearing Dates.....	57

## INTRODUCTION

The Suburban Bus Division came into existence as a result of legislation that took effect November 9, 1983, reforming the Regional Transportation Authority. The law called for replacing the agency responsible for all aspects of public transportation in the six-county Chicago metropolitan area with a decentralized, more efficient group of divisions. The RTA became a financial review agency, overseeing the three operating agencies -- the Chicago Transit Authority, the Commuter Rail Division, which provides for commuter railroad service, and the Suburban Bus Division, which provides bus and paratransit service to suburban Cook, DuPage, Kane, Lake, McHenry and Will counties.

The Suburban Bus Division is controlled by a 12-member board of directors. All of the directors are mayors or village presidents and each represents a particular area of the six-county region. Florence Boone, Glencoe Village President, was appointed by the governor to chair the board.

The Suburban Bus Division intends to provide dependable, quality bus service while maintaining a balanced budget. As jobs and population continue to move to the suburbs, the Division must find a way to bring reliable mass transit to a growing and increasingly-dispersed population.

While providing that service will be a challenge, it is an important task, since mass transportation is vital to the economy. The Division intends to look at many innovative ways to provide transportation service. Tailoring transit to the particular needs of an area is the key to providing effective service.

The current Suburban Bus Division system provides local and inter-community service on 231 routes. Over 200 communities and nearly 100 commuter railroad or rapid transit stations are reached by suburban buses. The Division operates 456 vehicles for this service.

The Division does not directly operate any suburban service; four major carriers are owned by the Division and operated by a private management firm; eight publicly-owned and two community systems are subsidized by the SBD; and ten private carriers provide service on routes under open-bid contracts.

In addition, SBD supervises the operations of 34 paratransit services in the six-county region. The paratransit services operate in more than 100 communities and provides service to more than 1,800 square miles. Paratransit vehicles that are leased by communities provide service to another 800 square miles. Currently there are 112 wheelchair lift-equipped paratransit vehicles in service each with a capacity of 15 passengers.

1985 will mark the first full year of the Suburban Bus Division's existence. Since the Division was created, reorganization of the agency has been completed and a management team is being hired. The Division continues to improve coordinated efforts with other transit agencies. An example of that coordination is the recent "Link-Up" pass, which allows commuter railroad riders to use one pass on both suburban and CTA buses.

# Suburban Bus Ridership Comparison - January through June, 1983 and 1984

in millions

3.5

3.5

3.0

3.0

2.5

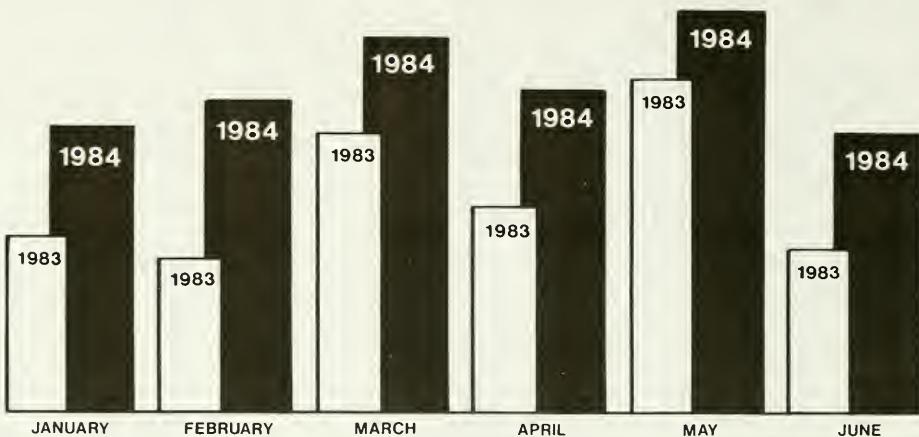
2.5

2.0

2.0

0

0



## Suburban Bus Annual Calendar Year Ridership

in millions

40

40

35

35

30

30

25

25

20

20

15

15

10

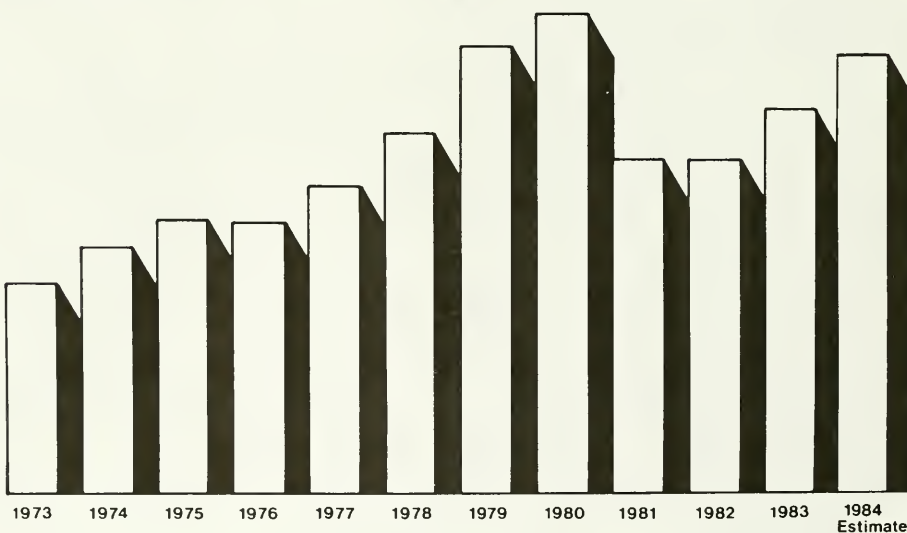
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Operations Planning Department



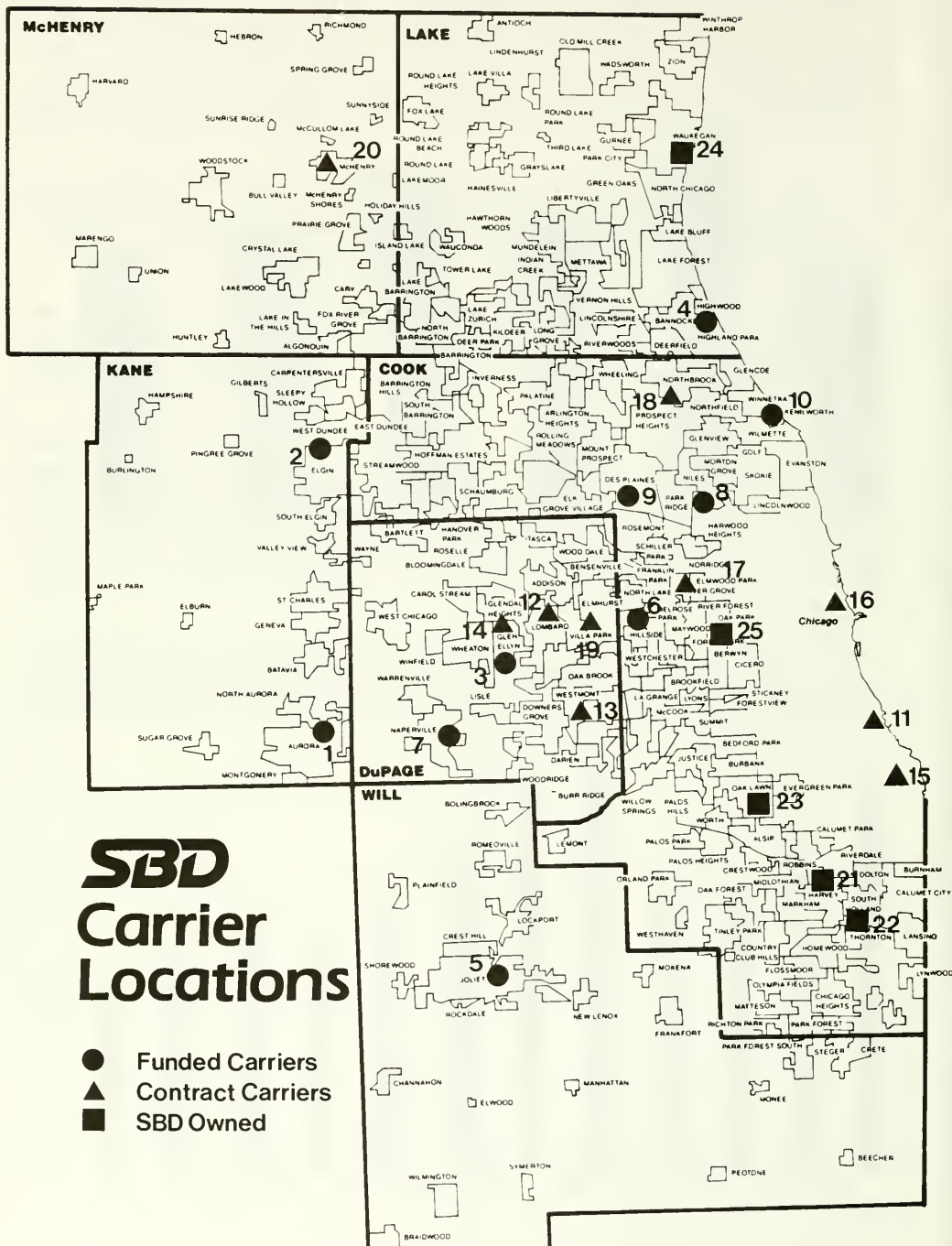
Coordinated efforts and increased reliable service have led to remarkable success for the Division in 1984 to date. After a 1981 financial crisis closed some bus carriers and sent suburban bus ridership plummeting, ridership recovered strongly this year. For the first six months of 1984, ridership is up 16 percent compared to the previous year and the number of riders may reach the 36 million mark in 1985.

Since July of 1983, more than 4 million additional passenger trips have been taken on suburban buses compared to the previous year -- an increase of 14 percent at a time when fares remained constant. By contrast, commuter railroad ridership has increased by only 1.5 million riders or 2.6 percent, in the same time period, even with a 10 percent fare cut.

The increasing ridership has meant a more efficient operation for suburban buses. The Division's most recent productivity reports show that suburban buses carried more passengers per hour of service in the first quarter of 1984 than at any time since the agency began keeping such performance records in 1981.

With that increased efficiency in operations, the Division has continued its strong commitment to safety. Since 1981, our accident rate has been reduced by 30 percent, and is now one of the lowest in the nation--approximately five accidents per 100,000 miles of operation. This significant reduction has been achieved through programs which emphasize defensive driving techniques and stress passenger safety. In 1983, 75 percent of suburban bus operators received National Safety Council Safe Driver Awards, a strong indication of our success.

Continuing the past year of success will be a top priority for 1985. Through coordination with local communities and officials, an aggressive marketing program, and most importantly, a reliable bus service, the Division intends to continue to attract suburban residents to mass transit and offer the suburbs an alternative to the automobile.



## SUBURBAN BUS DIVISION CARRIERS

### FUNDED CARRIERS

1. Aurora Transit System - serving Aurora and neighboring communities
2. Elgin Department of Transportation - serving Elgin and the Fox Valley
3. Village of Glen Ellyn (GET) - serving Glen Ellyn
4. City of Highland Park (HIGHLANDER) - serving Highland Park and neighboring communities
5. Joliet Mass Transit District (JMTD) - serving Joliet and neighboring communities, Chicago and Yorktown Center
6. Village of Melrose Park - serving Melrose Park
7. City of Naperville (GNATS) - serving Naperville and neighboring communities
8. Village of Niles - serving Niles
9. North Suburban Mass Transit District (NORTRAN) - serving north suburban Cook County, southern Lake County and Chicago
10. Village of Wilmette (WILBUS) - serving Wilmette and neighboring communities.

### CONTRACT CARRIERS

11. Art's Transportation - serving Country Club Hills, Chicago Heights, Flossmoor
12. Commuter Bus System (CRS) - serving many communities in DuPage County
13. DuPage Motor Coach (Westmont) - serving Darien, Willowbrook, Clarendon Hills
14. DuPage Motor Coach (Glen Ellyn) - serving Glen Ellyn
15. Gresham Bus Company - serving Matteson and Oak Forest
16. O'Hare Express, Inc. - serving Orland Park-Chicago via the Southwest Suburban Express Route 835
17. Our Town Bus Company - serving Elk Grove, Indianhead Park and Western Springs
18. Scholastic Transit Company - serving Barrington, Lake Zurich and Wauconda and Northbrook
19. Westway Coach - serving Bloomingdale, Addison, Villa Park and Roselle
20. Worts Transit Company, Inc. - serving McHenry County and north Kane County

### SBD OWNED

21. Transit Management of Harvey, Inc. - serving south suburban Cook County, Chicago and north Will County
22. Transit Management of Harvey, Inc. (South Holland Garage)
23. Transit Management of Oak Lawn, Inc. - serving southwest suburban Cook County and Chicago
24. Transit Management of Waukegan, Inc. - serving Waukegan and neighboring communities
25. Transit Management of West Towns, Inc. - serving west suburban Cook County, eastern DuPage County and Chicago

## FISCAL YEAR 1985 OPERATING BUDGET

### GENERAL

The 1985 Operating Budget\* presented on the following tables represents the first such program for the Suburban Bus Division. The Budget shows a balance between public funding provided by the RTA and the cost of operating suburban bus services. In order to accomplish this balance the Bus Division will rely on \$17.5 million in farebox revenues and \$48.2 million in RTA funding. The Proposed 1985 Program will recover 26.7% of its operating cost from the farebox. The following table summarizes the Suburban Bus Division Budget for 1985.

#### PROPOSED 1985 OPERATING BUDGET

System Generated Revenue	\$17,543,000
Total Operating Expense	\$65,695,000
Public Funding Requirement	\$48,152,000
Less RTA Funding	\$48,152,000
Surplus (Deficit)	-0-
System Recovery Ratio	26.70%

### PUBLIC FUNDING SOURCES

The Suburban Bus Division relies solely on the RTA for public funding. The RTA Act as amended addresses the distribution and use of public funding as follows.

### Sales Tax

Section 4.03(e) of the Amended RTA Act allows the RTA to impose a 1% sales tax in Cook County and a 1/4% sales tax in Will, Kane, Lake, DuPage and McHenry counties. Section 4.01(d) of the Act specifies the following distribution of sales tax receipts to the Service Boards and RTA.

#### ALLOCATION OF SALES TAX RECEIPTS

	RTA	CTA	RAIL	BUS
Chicago	15%	85%	-	-
Suburban Cook	15%	(30%	55%	15% of the remaining 85%)
Collar Counties	15%	( -	70%	30% of the remaining 85%)

The Suburban Bus Division is expected to receive \$31,980,000 in Sales Tax revenues in 1985. This represents 9.4% of the total RTA region's estimated receipt of \$340,200,000.

### Federal Operating Assistance (UMTA Section 9 Funds)

Section 4.02(a) of the Amended RTA Act grants the RTA the authority to apply for, receive and expend grants, loans and other funds from the State, Federal and/or local governments. Further 4.02(c) (1) states that the RTA shall adopt a formula to apportion such funds.

\*The Suburban Bus Division is on a calendar fiscal year.

The formula is to take into consideration such items as ridership levels, service efficiency, transit dependence and the cost of service, among other factors.

The formula used to apportion federal operating assistance in the RTA's proposed 1985 funding allocation is based on unlinked passenger trips, (ridership), similar to the 1984 allocation. The Bus Division's allocation of \$2,691,000 is based on Suburban Bus ridership for the year ending May 31, 1984 as a percent (4.64%) of total ridership in the region.

#### Public Transportation Fund (PTF)

Section 4.09 of the Amended RTA Act establishes a Public Transportation Fund in the state treasury. The PTF is to be funded by transfers from the General Revenue Fund, and all funds in the PTF are to be allocated and paid to the RTA, provided it meets the budgeting and financial requirements as set forth in the Act. The amount transferred to the fund equals 25% of the net revenue realized from the sales tax.

The RTA in its FY84 Program and Budget adopted an allocation of PTF revenues based on the dollar amount needed (after sales tax and federal operating subsidy) to make up the remaining deficit for each Service Board. However in 1984 not all PTF funds were required for deficit reimbursement and a portion remained unallocated. For 1985 the RTA funding proposal allocates all PTF monies based on the percentage of deficit remaining after sales tax and federal operating assistance allocations. The Bus Division's allocation is estimated at \$8,656,000.

#### RTA Discretionary Funds

The remaining shortfall is made up by an allocation of the RTA's 15% sales tax withholding. These funds are used to meet the remaining service Board deficits, the Bus Division is expected to receive \$4,825,000 in discretionary funds in 1985.

A summary of the RTA's proposed 1985 funding allocation is shown below.

000's	CTA	Commuter Rail	Suburban Bus	Total
Public Funding Requirements	\$309,575	\$120,350	\$48,152	478,077
Less: Sales Tax Allocation	151,447	105,743	31,980	289,170
Federal Operating Assistance Allocation	50,518	4,791	2,691	58,000
Net Funding Requirements	\$107,610	\$ 9,816	\$13,481	130,907
Less: PTF Allocation*	69,077	6,303	8,656	84,036
RTA Discretionary Funds*	38,533	3,513	4,825	46,871**
Remaining Funding Requirements	-0-	-0-	-0-	-0-

\* Allocated based on the percentage of total remaining funding requirements.

\*\* RTA retains \$4,159,000 of its \$51,030,000 Sales Tax Withholding.

### Use of Funds

All funds received by the Suburban Bus Division are used to provide, expand and support suburban bus services. The major components of the 1985 Operating Program are identified as follows:

#### Funded Carriers

The Suburban Bus Division presently funds 14 suburban bus carriers in the six county region. The Bus Division is the sole source of funding for these operators providing an estimated \$24,383,000 in 1985. The funded carrier budgets for 1985 were prepared through a joint effort between carrier and SBD staff and are outlined in this section. Detailed information on the 1985 carrier budgets is provided in the 1985 Budget Technical Appendix.

#### Contract Carriers

The Suburban Bus Division provides services to over 40 communities by directly contracting with private transit companies. The SBD expects to fund a net cost for these services of \$3,050,000 in 1985. A comprehensive list of these contracted bus services is provided in this section.

#### Paratransit Services

The Suburban Bus Division plans to fund over 76 paratransit projects in 1985. Paratransit services provide accessible transportation for elderly and handicapped riders. These services are provided through a joint effort between the local community and the SBD. The SBD plans to spend \$2,665,000 for these services in 1985. Further detail and service descriptions are included in this document.

#### Administration

1985 represents the first year the Suburban Bus Division will be a self sufficient operating entity. In order to accomplish the duties of service planning, capital planning, financial control as well as direct operational support, the SBD's 1985 administrative budget identifies 156 positions in these various areas at a 1985 cost of \$8.5 million. Further detail on the administrative budget is provided in the 1985 Budget Technical Appendix.

#### Centralized Support, Insurance and Fuel

The Suburban Bus Division provides a variety of direct operational support items through a centralized program. The Division has been able to save money by buying in bulk and consolidating services. A detailed list of the components of the centralized support program is included in the budget summary. In total the SBD plans to spend \$8,354,000 to provide fuel, insurance and other support items in 1985.



SUBURBAN BUS DIVISION  
PROPOSED BUDGET SUMMARY 1985  
(000's)

Public Funding Sources

Sales Tax	\$31,980
Public Transportation Fund	8,656
Federal Operating Assistance	2,691
RTA Discretionary Funds	<u>4,825</u>
Total Public Funding Sources	<u>\$48,152</u>

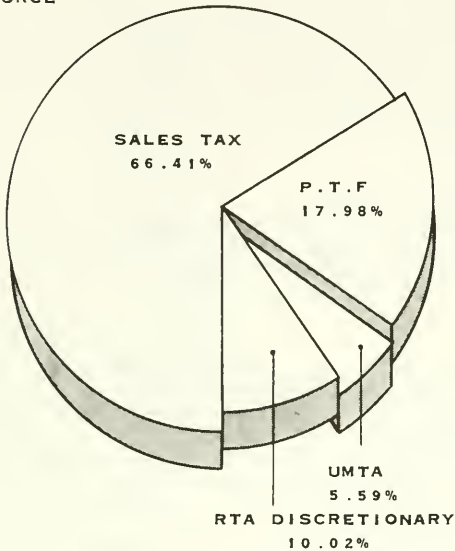
Public Funding Uses

Funded Carrier Grants	\$24,383
Contracted Services	3,050
Paratransit Services	2,665
Service Expansion	1,200
Centralized Support	3,250
Fuel	4,000
Insurance	1,104
Administration	<u>8,500</u>
Total Public Funding Uses	<u>\$48,152</u>
Surplus (Deficit)	<u>\$-0-</u>

# SOURCE AND USE OF PUBLIC FUNDING BY THE SUBURBAN BUS DIVISION

(BASED ON THE PROPOSED 1985 BUDGET)

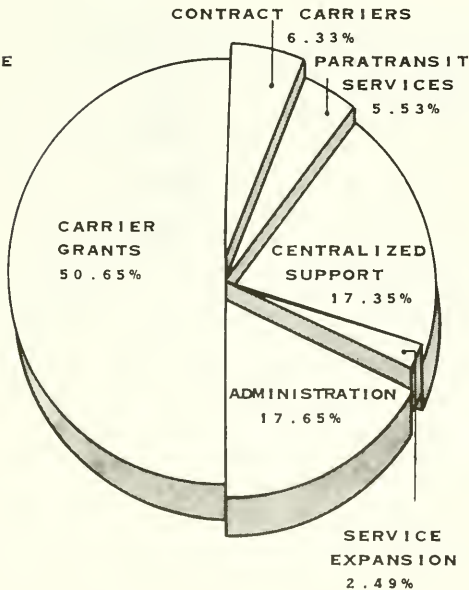
## SOURCE



000's

SALES TAX	\$ 31,980
P.T.F.	8,656
UMTA	2,691
RTA DISCRETIONARY	4,825
<b>TOTAL</b>	<b>\$ 48,152</b>

## USE



000's

CARRIER GRANTS	\$ 24,383
CONTRACT CARRIERS	3,050
PARATRANSIT SERVICES	2,665
SERVICE EXPANSION	1,200
CENTRALIZED SUPPORT	8,354
ADMINISTRATION	8,500
<b>TOTAL</b>	<b>\$ 48,152</b>



PROPOSED 1985 OPERATING BUDGET SUMMARY  
AND RECOVERY RATE DETERMINATION  
 (000's)

	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
Funded Carriers	\$13,764	\$39,347	\$25,583
Contract Carriers	1,450	4,500	3,050
Paratransit	2,329	4,994	2,665
Administration	-	8,500	8,500
Centralized Support	-	3,250	3,250
Fuel	-	4,000	4,000
Insurance	<u>-</u>	<u>1,104</u>	<u>1,104</u>
 TOTAL	 <u>\$17,543</u>	 <u>\$65,695</u>	 <u>\$48,152</u>
Recovery Ratio			26.70%

1985 PROPOSED SUBURBAN BUS CARRIER BUDGETS  
FOR THE TWELVE MONTHS ENDING 12/31/85

The following estimates outline the revenue and expense budgets for the suburban bus carriers that have financial assistance agreements with SBD.

<u>CARRIER</u>	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
Aurora	\$ 441,800	\$ 1,666,100	\$ 1,224,300
Elgin	636,200	1,824,500	1,188,300
Glen Ellyn	54,200	192,000	137,800
Harvey	2,339,900	5,770,900	3,431,000
Highland Park	116,800	420,200	303,400
Joliet	529,300	2,332,300	1,803,000
Melrose Park	25,000	70,000	45,000
Naperville	175,700	611,100	435,400
Niles	187,100	396,300	209,200
NORTRAN	3,870,900	9,937,200	6,066,300
Oak Lawn	837,500	2,512,800	1,675,300
Waukegan	587,800	2,126,700	1,538,900
West Towns	3,326,900	9,304,200	5,977,300
Wilmette	<u>454,700</u>	<u>802,800</u>	<u>348,100</u>
Sub-Total	\$13,583,800	\$37,967,100	\$24,383,300
Provision for Added Services	<u>180,000</u>	<u>1,380,000</u>	<u>1,200,000</u>
TOTAL	<u>\$13,763,800</u>	<u>\$39,347,100</u>	<u>\$25,583,300</u>

1985 CONTRACTED BUS SERVICE COSTS

<u>COMMUNITY OR SERVICE</u>	<u>CONTRACTOR</u>	<u>FY85 CONTRACT AMOUNT</u>
Addison, Villa Park (Rts. 700,702,703)	Westway Coach	\$ 170,000
Arlington Heights, Rolling Meadows, Mount Prospect, Roselle, Schaumburg and Palatine (Rts. 695,697; 693,698,720,721, 722,723)	Westway Coach	730,000
Bolingbrook, Woodridge, Lisle (Rts. 821-829)	Commuter Bus Systems (CBS)	529,000
Burr Ridge, Hinsdale (Rt. 666)*	Valley Transit	29,000
Country Club Hills, Chicago Heights Flossmoor (Rts. 750, 751)	Art's Transportation	57,000
Darien, Willowbrook, Clarendon Hills (Rts. 663-665)	DuPage Motor	87,000
Elk Grove, Mount Prospect, Schaumburg (Rt. 405)	Our Town Bus	167,000
Elmhurst (Rts. 641-646,641A)	CBS	195,000
Geneva (Rt. 815)	CBS	62,000
Glendale Heights (Rts. 653,655,657)	CBS	158,000
Indianhead Park, Western Springs (Rt. 669)	Our Town Bus	31,000
Lake Zurich, Wauconda, Barrington (Rts. 725,726, 728)	Scholastic Transit	87,000
Lombard (Rts. 672,674)	CBS	66,000
Matteson (Rt. 753)	Gresham	23,000
Bloomingtondale, Roselle (Rt. 407)	CBS	38,000
Northbrook (Rts. 621,622)	Scholastic Transit	76,000
Oak Forest (Rt. 740)	Gresham	23,000
Orland Park (Rt. 835)	O'Hare Express	495,000
Schaumburg, Hoffman Estates (Rts. 601-605)	CBS	211,000
Westmont, Wheaton, Winfield and Carol Stream (Rts. 661-662,708-713,706-707,715)	CBS	660,000
Woodstock, McHenry, Crystal Lake and Harvard (Rts. 806-809,805)	Worts Transit	606,000
TOTAL		<u>\$4,500,000</u>

\*This service is scheduled to start 10/15/84.

1985 PROPOSED PARATRANSIT BUDGET  
SUMMARY

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	<u>REVENUE</u>	<u>EXPENSE</u>	<u>DEFICIT</u>
Existing Services	\$1,527,600	\$3,290,400	\$1,762,800
Service Expansion			
New Services	382,000	914,200	532,200
Vehicle Lease Program	419,200	689,000	269,800
General Operations	-	100,000	100,000
Total	<u>\$2,328,800</u>	<u>\$4,993,600</u>	<u>\$2,664,800</u>

The 1985 SBD Paratransit Program Budget provides partial funding to maintain currently funded paratransit services and to develop a regional paratransit service network throughout the region. Programmed SBD subsidy for paratransit vehicle lease services is based on estimated average vehicle year costs phased in at eight months of operation. They provide for a basic SBD-local government service agreement which may not include the full extent of the presently operated local service. Final contractual costs will be based on current actual operating costs, and will be somewhat lower. The cost of new service has been programmed for between three months and one year of operation during 1985 depending on when those services are scheduled to start.

PROPOSED 1985 CENTRALIZED SUPPORT,  
INSURANCE AND FUEL BUDGET

<u>CENTRALIZED SUPPORT ITEMS</u>	<u>AMOUNT</u>
Tire Leases	\$ 440,000
Building Repairs	100,000
Safety Program	25,000
Vehicle Repairs	50,000
Monthly Pass/Transfer Printing	151,000
Revenue Collection	299,000
Communications System	79,000
Fleet Management	23,000
Farebox Audit Services	20,000
Centralized Purchasing	300,000
Physical Inventories	54,000
Fuel Testing	20,000
A.T.E. Services	429,000
Component Rebuilding	500,000
Technical Services	260,000
Marketing and Promotion	<u>500,000</u>
Total Centralized Support	<u>\$3,250,000</u>
<u>INSURANCE PROGRAM</u>	
Claims	\$ 500,000
Premiums	354,000
Claim Litigation	<u>250,000</u>
Total Insurance	<u>\$1,104,000</u>
<u>FUEL PROGRAM</u>	<u>\$4,000,000</u>

(4.3 million gallons at an average cost per gallon of \$.925)

PROPOSED 1985  
ADMINISTRATIVE BUDGET

WAGES AND SALARIES	\$3,885,000
FRINGE BENEFITS	<u>1,352,000</u>
TOTAL WAGES & FRINGE BENEFITS	\$5,237,000

SUPPORT

Space Rents	\$ 565,000
Furniture and Equipment	200,000
Copy and Reproduction Rental	115,000
Equipment Rental	10,000
Telephone	152,000
Utilities	198,000
Dues/Publications	35,000
Postage	35,000
Printing	40,000
Office Supplies	50,000
Copy/Reproduction Supplies	110,000
Other Commodities	10,000
Local Travel	40,000
Business Expense	10,000
Travel Out of Region	<u>50,000</u>
TOTAL SUPPORT	\$1,620,000

SERVICES

Legal Services	\$ 74,000
Audit Services	183,000
Temporary Help	100,000
Consulting Services	100,000
Data Services	705,000
Other Services	<u>41,000</u>
TOTAL SERVICES	\$1,203,000

RELOCATION

Facilities Renovation & Moving	\$ 345,000
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SERVICE BOARD	\$ 95,000
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GRAND TOTAL	<u>\$8,500,000</u>
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SUBURBAN BUS DIVISION  
PROJECTED CASH FLOW - 1985  
(000)'s

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	TOTAL
BEGINNING BALANCE *	\$2,250	\$3,169	\$4,144	\$5,403	\$5,177	\$4,773	\$4,420	\$4,060	\$3,538	\$3,122	\$2,611	\$2,115	
REVENUES													
SALES TAX	\$2,632	\$2,670	\$3,008	\$2,388	\$2,435	\$2,472	\$2,698	\$2,585	\$2,460	\$2,451	\$2,660	\$2,735	\$31,594
P.T.F.	\$721	\$731	\$824	\$654	\$667	\$677	\$739	\$708	\$729	\$726	\$729	\$749	\$8,654
UMTA	\$882	\$882	\$882	\$46									\$2,692
RTA DISCRETIONARY	\$389	\$398	\$451	\$349	\$359	\$363	\$400	\$384	\$394	\$392	\$396	\$406	\$4,681
FAREBOX RECEIPTS	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$121	\$120	\$120	\$1,450
TOTAL REVENUES	\$4,745	\$4,802	\$5,286	\$3,558	\$3,582	\$3,633	\$3,958	\$3,798	\$3,904	\$3,890	\$3,905	\$4,010	\$49,071
EXPENSES													
SERVICES	\$2,480	\$2,481	\$2,481	\$2,562	\$2,562	\$2,562	\$2,894	\$2,896	\$2,896	\$2,977	\$2,977	\$2,980	\$32,748
CENTRALIZED SUPPORT	\$696	\$696	\$696	\$696	\$696	\$696	\$696	\$696	\$696	\$696	\$696	\$698	\$8,354
ADMINISTRATION	\$650	\$650	\$650	\$726	\$728	\$728	\$728	\$728	\$728	\$728	\$728	\$728	\$8,500
TOTAL EXPENSES	\$3,826	\$3,827	\$3,827	\$3,984	\$3,986	\$3,986	\$4,318	\$4,320	\$4,320	\$4,401	\$4,401	\$4,406	\$49,602
NET RESULTS	\$919	\$975	\$1,459	(\$426)	(\$404)	(\$353)	(\$360)	(\$522)	(\$416)	(\$511)	(\$496)	(\$396)	
ENDING BALANCE	\$3,169	\$4,144	\$5,603	\$5,177	\$4,773	\$4,420	\$4,060	\$3,538	\$3,122	\$2,611	\$2,115	\$1,719	

\* DOES NOT INCLUDE INSURANCE RESERVE

### 1985-1987 THREE YEAR FINANCIAL PLAN

The following tables identify the Suburban Bus Division's financial plan for 1985 through 1987. The Amended RTA Act requires the service boards to submit such a plan in addition to its annual program and budget. The Plan is to show a balance between the funding estimates provided by the RTA and the anticipated cost of providing services for the forthcoming and two following fiscal years. The Suburban Bus Division's Plan for 1985-1987 reflects such a balance while maintaining stable recovery performance.

In order to accomplish this balance in 1986 and 1987 however, the Suburban Bus Division will have to implement some cost reduction measures. Numerous alternatives are available to the Suburban Bus Board ranging from fare increases to less service expansion. At this time it is anticipated that through a rigorous program to improve service productivity and operating efficiencies these deficits will be eliminated.

The three year financial plan is also supported by schedules of individual program costs. This detail is significant in that it identifies the future impact of service expansion in 1985. Major assumptions regarding inflation and ridership growth are also identified.

Further expansion of paratransit services may be required in 1986 to meet federal requirements for service comparable to fixed route services for handicapped riders. It is estimated that such a program could cost over \$500,000 annually. Due to the uncertain nature of this program the cost is not included in the projected 1985-1987 Three Year Plan.

#### Basis for Projections

Inflation for the period is expected to remain constant at the 6% rate forecast for 1985. This assumption is consistent (though one percentage point higher) with the stable inflation forecast used by the RTA in the FY84-88 Five Year Plan.

This 6% rate was used as the basis for all expense growth other than those costs related to existing obligations or known circumstances which would reflect a different rate of growth.

System generated revenue growth is projected based on 3% annual growth in ridership. This is a historic average though service expansion has resulted in a 16% ridership increase thus far in 1984. Additional revenue from 1985 service expansion is projected separately. System generated revenues are expected to exceed the level of the previous year by 5.8% in both 1985 and 1986, slowing down to a 3.4% rate in 1987.



1985-1987 3 YEAR FINANCIAL PLAN  
AND FUND BALANCE  
(000's)

	1984 BUDGET	1984 PROJECTED	1985 PROPOSED BUDGET	1986 PROJECTED	1987 PROJECTED
<u>Revenue</u>					
Retail Sales Tax	\$28,029	\$30,080	\$31,980	\$33,899	\$35,933
Public Transportation Fund	8,085	8,085	8,656	9,175	9,726
Federal Operating Assistance	2,399	1,919	2,691	2,790	2,889
RTA Discretionary Funds	1,814***	-- ***	4,825	5,114	5,421
Total Revenue	\$40,327	\$40,084	\$48,152	\$50,978	\$53,969
<u>Expenses</u>					
Funded Carriers	\$23,935	\$22,401	\$25,583	\$28,462	\$30,605
Contract Carriers	3,240	2,900	3,050	3,277	3,518
Paratransit Services	2,153	1,975	2,665	3,188	3,381
Administration	4,266	3,900	8,500	8,764	9,290
Centralized Support	2,048	2,450	3,250	3,429	3,604
Fuel	3,724	3,888	4,000	4,240	4,494
Insurance	961	896	1,104	1,140	1,179
Expense Reduction**	--	--	--	(1,522)	(2,102)
Total Expenses	\$40,327	\$38,410	\$48,152	\$50,978	\$53,969
Surplus (Deficit)	\$ -0-	\$ 1,674*	\$ -0-	\$ -0-	\$ -0-
<u>Fund Balance</u>					
Beginning Balance	\$ N/A	\$ -0-	\$ 1,674	\$ 1,674	\$ 1,674
Surplus (Deficit)		1,674	-0-	-0-	-0-
Ending Balance	\$	\$ 1,674	\$ 1,674	\$ 1,674	\$ 1,674

\* Projected operating surplus, the actual cash surplus will be dependent upon RTA's service board funding policy.

\*\* The Suburban Bus Board will address various alternatives which would accomplish these expense reductions.

\*\*\* The RTA amended the original Suburban Bus Division budget for 1984 adding \$1,814,000 in expense. However no revised allocation of public funds was prepared. This assumes the budgeted funds were from the RTA discretionary fund. Since actual sales tax receipts are expected to exceed budget it is assumed the RTA will not actually use its discretionary funds for this purpose.

1985-1987 PROGRAM COSTS  
AND RECOVERY RATIO DETERMINATION  
(000's)

	1984 <u>Estimated</u>	1985 <u>Proposed</u>	1986 <u>Projected</u>	1987 <u>Projected</u>
Funded Carrier				
Revenue	\$13,200	\$13,584	\$13,991	\$14,411
Expense	<u>35,601</u>	<u>37,967</u>	<u>40,245</u>	<u>42,659</u>
Deficit	\$22,401	\$24,383	26,254	28,248
Fixed Route Service Expansion				
Revenue	\$ -	\$ 180	\$ 552	\$ 568
Expense	-	<u>1,380</u>	<u>2,760</u>	<u>2,925</u>
Deficit	\$ -	\$ 1,200	2,208	2,357
Contract Carrier				
Revenue	\$ 1,400	\$ 1,450	\$ 1,493	\$ 1,538
Expense	<u>4,300</u>	<u>4,500</u>	<u>4,770</u>	<u>5,056</u>
Deficit	\$ 2,900	\$ 3,050	3,277	3,518
Paratransit Services				
Revenue	\$ 1,975	\$ 1,528	\$ 1,619	\$ 1,716
Expense	<u>3,950</u>	<u>3,391</u>	<u>3,593</u>	<u>3,809</u>
Deficit	\$ 1,975	\$ 1,863	1,974	2,093
Paratransit Service Expansion				
Revenue	\$ -	\$ 801	\$ 908	\$ 962
Expense	-	<u>1,603</u>	<u>2,122</u>	<u>2,250</u>
Deficit	\$ -	\$ 802	1,214	1,288
Administration	\$ 3,900	\$ 8,500	\$ 8,764	\$ 9,290
Centralized Support	2,450	3,250	3,429	3,604
Fuel	3,888	4,000	4,240	4,494
Insurance	<u>896</u>	<u>1,104</u>	<u>1,140</u>	<u>1,179</u>
Subsidy Requirement	\$38,410	\$48,152	\$52,500	\$56,071
<u>SUMMARY</u>				
Total System Generated Revenue	\$16,575	\$17,543	\$18,563	\$19,195
Total Operating Expense	<u>54,985</u>	<u>65,695</u>	<u>71,063</u>	<u>75,266</u>
Operating Deficit	\$38,410	\$48,152	\$52,500	\$56,071
Recovery Rate	30.14%	26.70%	26.12%	25.50%

## PROPOSED FISCAL YEAR 1985 CAPITAL IMPROVEMENT PROGRAM

The capital budget provides for a continuation of SBD's effort to modernize its fixed assets and equipment as well as those of its subsidized carriers. The \$29.7 million planned for capital improvements will stabilize the SBD's capital assets and take a major step toward improving service to the public through more efficient and dependable equipment and facilities. A major portion of the program (54.1%) is proposed for garage facilities. The remaining portion of the program is made up of rolling stock, maintenance equipment, passenger amenities, contingencies and administration.

The proposed capital program contains projects generally categorized as either rehabilitation or improvement. Rehabilitation projects are those which will keep the existing and reliable level of service. Improvement projects are those which will improve the level of service or the condition of equipment and facilities for the existing system.

Highlights of the proposed 1985 Suburban Bus Capital Program are:

- Renovate bus garage in Aurora
- Renovate and expand bus garage in Oak Lawn
- New North Shore inspection garage
- New central maintenance facility
- New SBD administration building
- Purchase 59 paratransit vehicles
- purchase air operated diesel starters, engine block heaters, electronic destination signs, air conditioning units, fareboxes and associated capital items.
- Purchase of commuter vans for vanpool program.
- Retrofit buses with opening windows or vents.
- Purchase maintenance, office and computer equipment
- Construct bus turnarounds
- Purchase bus stop signs, shelters and a mobile information center

The following represents a summary of the proposed 1985 Suburban Bus Capital Program by its major components:

<u>COMPONENT</u>	<u>TOTAL ESTIMATED FY85 COST</u>
Bus Garages/Facilities	\$16,060,000
Rolling Stock	7,634,000
Maintenance/Office Equipment	1,691,000
Passenger Amenities	<u>1,115,000</u>
Total	\$26,490,000
Contingencies/Administration	<u>\$ 3,179,000</u>
Grand Total	<u><u>\$29,669,000</u></u>

For a detailed description of the suburban bus capital program see the Proposed 1985 Capital Program Technical Appendix.

## SUBURBAN BUS DIVISION FISCAL YEAR 1985 PROGRAM

The following table illustrates a summary of the direct operating costs of the Suburban Bus Division.

### SUBURBAN BUS SERVICE - PUBLIC FUNDING REQUIREMENTS

Existing Fixed Route Services	\$27,433,000
Existing Paratransit Services	1,863,000
Centralized Support/Administration	16,854,000
Fixed Route Service Improvements/Reductions	1,200,000
Paratransit Service Improvements	802,000
Total	\$48,152,000

### FIXED ROUTE OPERATING PROGRAM

The Suburban Bus Division received suggestions for new routes and service improvements from local communities, township and county governments, carriers, citizens and staff. These proposals were compiled and analyzed for submittal in this budget.

The existing criteria, which are listed below, were established by the RTA as guidelines for evaluating new service and route extensions for the SBD region. They are general parameters and encompass all fixed route service. The criteria were not necessarily intended to restrict service implementation, but to indicate where service might be needed.

<u>Factor</u>	<u>Guidelines</u>
Population	Minimum of 3,000 persons per square mile
Employment	Minimum of 500 employees per quarter square mile
Shopping centers	Minimum of 250,000 square feet of retail floor space
Higher education facilities	Minimum of 1,000 students per site
Hospital facilities	Minimum of 100 beds per site
Commuter rail stations	Minimum of 500 one-way boardings per station

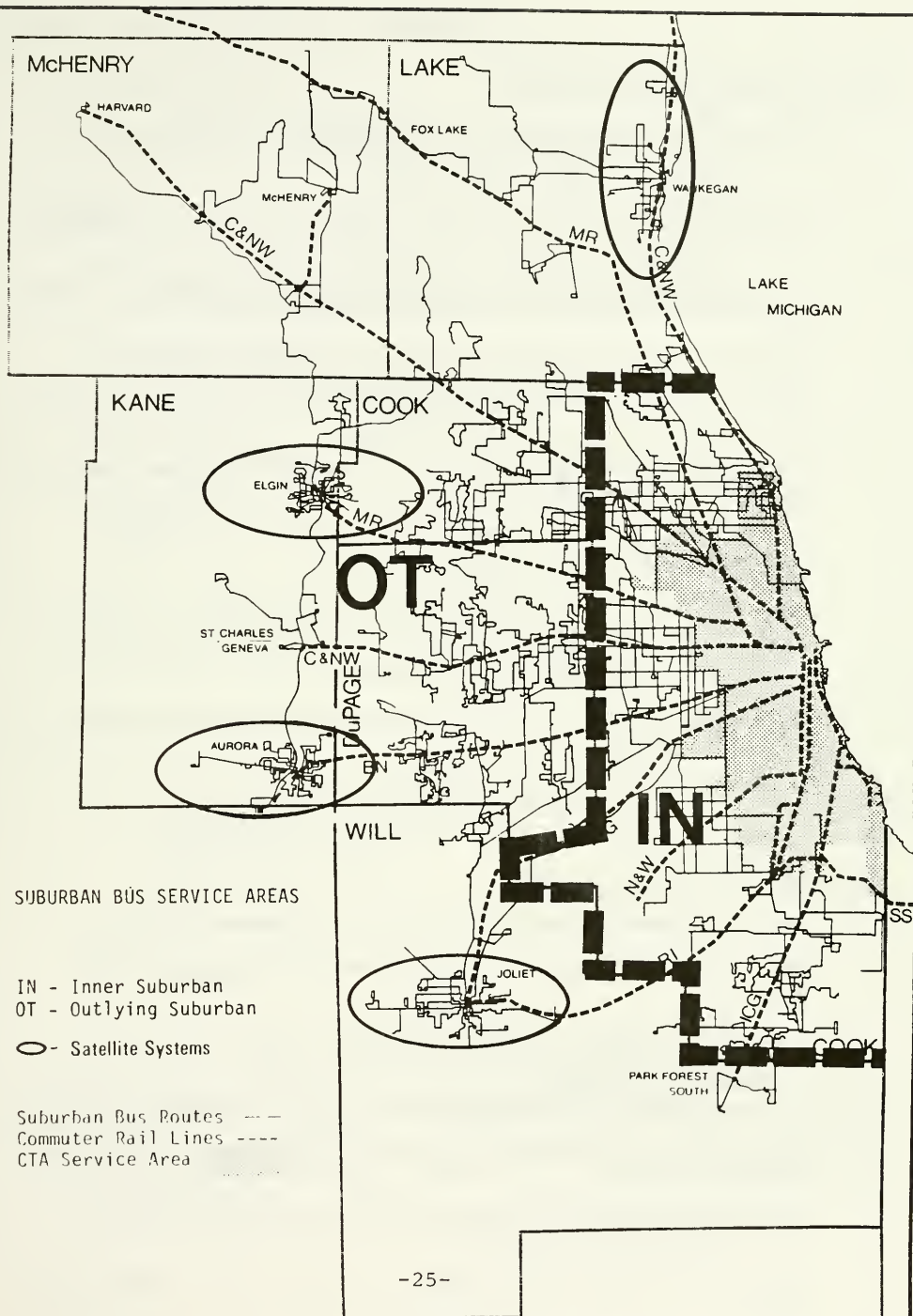
These guidelines were used for this budget and each route was analyzed in accordance with these guidelines. First, ridership projections are developed based on such variables as population and employment densities. Census information along the proposed route is obtained by quarter section. The estimated population and employment figures are then used in ridership models, along with additional variables, such as proximity to commuter rail stations or other major traffic generators. In addition, existing services with similar demographic characteristics and traffic generators are reviewed to determine the likelihood of success.

A major goal of the Suburban Bus Division is to develop stringent yet equitable criteria and performance standards to evaluate proposed new and existing services. This task was initiated by contacting approximately 30 carriers throughout the United States and Canada to survey their criteria and performance standards. A remarkable number of these carriers did not have published standards or criteria.

As a newly created agency, the Suburban Bus Division has begun the development of evaluation criteria. However time constraints and the complexity of that task, have not allowed them to be completed for the current budget. These standards will be available for 1986 at which time proposals will be evaluated under the categories inner suburban, outer suburban, satellite systems, and feeder service as shown on the map on the following page.

All of the proposals submitted for the 1985 program were reviewed in detail. Based on population, employment, connecting service, current ridership and other factors, each of the proposals was ranked in a category one through four. Those ranked one were judged the most likely to produce high ridership, productivity and farebox recovery ratios. Those ranked four were judged likely to produce low ridership, productivity and farebox recovery ratios. Rankings two and three were in between. An important factor in setting the rankings were severity of operating problems, such as overcrowding and poor on time performance.

Group 1 items, new service, service reductions, and special considerations were approved by the SBD Board of Directors. The SBD Board of Directors retains the right to implement additional services as identified in groups 2, 3, or 4 as well as the supplemental service reductions identified on pages 35, 36 and 37 should financial conditions require such revisions.





## NEW SERVICE

### Group One Items Proposed for 1985

- . New rush hour service serving various employment centers:  
Lakehurst to Northbrook Court and  
Elmhurst to Addison Industrial Park
- . A new experimental feeder service in Naperville which will operate on a flexible route connecting with late evening trains.
- . New feeder bus routes, previously programmed in 1984, serving commuter rail stations in Mount Prospect and in Wheaton.
- . Two new all day bus services, previously programmed in 1984, one serving the Burnham corridor between Lansing and Calumet City and the other serving the LaGrange-Countryside area.
- . Two new Saturday services, one to Stratford Square Mall from Bloomingdale and Carol Stream - the other to Fox Valley Mall from Bolingbrook and Naperville.
- . Realign Route 564 in North Chicago and extend service to Abbott Laboratories and American Hospital Supply.
- . New all-day service on Roosevelt Road between Wheaton and Oak Brook.
- . Realign Route 565 in Waukegan review feasibility of providing service to College of Lake County and Lindenhurst.
- . Extend service on Route 352 from 119th and Halsted streets to 95th Street in Chicago.
- . Extend service on Route 213 to Northbrook Court.
- . Realign service on Route 832 to serve Village of Lyons.

### Group Two Items Proposed for 1985

- . New all day route between Buffalo Grove and Northbrook Court.
- . New all day service on West Sibley Boulevard from Harvey to Orland Square.
- . New rush hour service to various employment centers:  
Arlington Heights to Elk Grove Village  
Westmont to Oak Brook  
Franklin Park NIRC Milwaukee Road Station to Northwest Franklin Park
- . New shuttle between the main campus and downtown campus of Elgin Community College.
- . New feeder bus service from west Tinley Park to Tinley Park NIRC Rock Island Division Station
- . Realign Route 565 and extend service to Lakehurst Mall. Add Saturday service.



### Group Three Items Proposed for 1985

- . New all day service between the Skokie Swift Rapid Transit Station and Northbrook Court.
- . Reinstate bus service to the Ivanhoe area primarily on 144th Street between Harvey and Calumet City.
- . New all day service on Milwaukee Avenue between Golf Mill and Dundee Road.
- . New rush hour service serving various employment centers:
  - Libertyville to North Chicago
  - North Avenue between Randall Road, St. Charles and West Chicago
- . New midday service to various malls.
  - Cary to Spring Hill and Crystal Point Malls
  - Bolingbrook and Romeoville to Louis Joliet Mall
- . New feeder bus service to the Carol Stream/Hanover Park area as well as to Fox Valley Villages.
- . Extend Route 421 from Wilmette to Glenview and provide all day service.
- . New late evening service to Elgin Community College.
- . New Saturday/Sunday local route in Waukegan.
- . New Route 235 rush hour service on Wolf Road.

### Group Four Items Proposed for 1985

- . New all day service along Lake Cook Road in Wheeling.
- . New routes serving various shopping malls
  - Elgin to Woodfield Mall
  - Joliet to Lincoln Mall
  - Joliet to Fox Valley Mall
- . New all day route between Palatine and Mount Prospect.
- . New all day route between Schaumburg and Harper College.

### Service Improvements

Emphasis has been placed on improving and maintaining existing SBD services. Service improvements are intended to provide more reliable and efficient service. This can in many cases be accomplished by adding one or more vehicles. The addition of vehicles improves on-time performance, eliminates overcrowding, and reduces running time problems. In addition, transfer connections are improved. When all of these elements are improved, ridership will increase.

When analyzing the need for service improvements or restructuring, current performance is evaluated. Review of route productivity, ridership trends, on time performance, trip by trip and peak load data, farebox recovery ratio, and comparison to similar services determine the extent of change on an existing route. The extent of change required on any given route can range from headway reduction to extending service hours to providing weekend service. A more detailed description of the following proposals can be found in the appendix.

#### Group One Service Improvements Proposed for 1985

The following are planned for headway reductions: Route 423 Sheridan, Route 307 Harlem, Route 552 North State and Route 801 Fox Valley.

The following routes are planned to undergo running time changes: Route 270 Milwaukee (weekday and Saturday), Route 240 Park Ridge, Route 330 Mannheim, and Route 366 Park Forest.

The following routes are planned to have service added: Route 423 Sheridan, Route 421 Wilmette, Route 213 Green Bay and Route 223 Elk Grove Village.

#### Group Two Service Improvements Proposed for 1985

The following are planned for headway reductions: Route 309 Lake Street and Route 313 St. Charles Road.

The following routes are planned to undergo running time changes: Route 270 Milwaukee (Sunday), Route 212 Evanston, Route 215 Crawford and Route 311 Oak Park.

The following routes are planned to have service added: Route 381 95th Street, Route 383 Cicero, Route 384 Narragansett/Ridgland, Route 228 Harlem, Route 330 Mannheim, Route 355 Sibley, Route 832 Cicero-Joliet, Route 568 Lakehurst and Route 572 Hawthorn Center.

#### Group Three Service Improvements Proposed for 1985

The following route is planned for headway reduction: Route 318 North Ave.

The following routes are planned to have service added: Route 319 Grand, Route 318 North Ave., Route 305 Cicero-River Forest, Route 307 Harlem, Route 322 22nd Street, Route 370 Harvey-Chicago Heights.

#### Group Four Service Improvements Proposed for 1985

The following routes are planned to have service added: Route 241 Golf Mill/Park Ridge, Route 305 Cicero-River Forest, Route 381 95th Street, Route 753 Matteson, Route 702 SW Villa Park and Route 831 Joliet-Cicero.

### Service Restructurings

During 1984 coordination projects between suburban carriers and CTA were implemented in several areas. They include the North Avenue and Ridgeland area of Oak Park and Chicago, the Madison Street area in Forest Park, Maywood, Bellwood and Westchester, and South Western Avenue in Chicago, Evergreen Park and Blue Island. The projects have worked out well and resulted in improved service at a reduced cost.

Two projects are carried over from FY1984, South Michigan-Altgeld Gardens, and South Halsted. Community meetings have been held on the former and discussions are continuing. The Halsted project is currently at the stage of data analysis.

Schedule coordination with CTA will also be involved in some of the service improvements. Changes on Route 270 Milwaukee and Route 228 Harlem will be made in consultation with NORTAN and CTA and may yield more efficient operation.

#### Group One Service Restructuring Proposed in the 1985 Program

- . The Naperville feeder system will continue to be reshaped to best meet the needs of riders. One new vehicle may be used in this process.
- . Restructure Altgeld Gardens and South Michigan TMOH/CTA service to provide riders with improved service.
- . Extend #352 Halsted to the 95th rapid transit station, integrating the service with CTA.
- . Reroute Route 717 Oak Brook Express to the Lisle BN Station (if change does not involve a significant increase in cost). This route is also included on the discontinuance list and will operate on a trial basis.
- . Highland Park Study is yet to be completed. Exact service changes will be determined, i.e. restructuring and or an addition of one vehicle.
- . Restructure Route 213 Evanston to serve Skokie Blvd. and Northbrook Court.
- . Restructure Route 530 Fox Valley Center to serve a discount store.
- . Restructure Route 211 to integrate with Route 228 providing service to the O'Hare rapid transit extension. An alternative proposal is to tie in with the Route 210 Glenview Loop Express.

#### Group Two Service Restructuring Proposed in the 1985 Program

- . Additional restructuring of the Naperville system including an additional vehicle.
- . Restructure Route 549 McLean to serve South Elgin.
- . Restructure Southeast Aurora Routes 522 Sherman, 528 Fifth Street, 527 Moecherville.
- . Restructure Route 542 Grove in Elgin into two routes.

- . Restructure Route 803 to serve a discount store.
- . Restructure Route 569 Lewis to serve Lake County Health Department.

#### Group Three Service Restructuring Proposed in the 1985 Program

- . Route 307 Harlem extend service to Argo.
- . Route 358 Torrence restructure to serve the Lansing business area on Ridge between Burnham and Wentworth.
- . Restructure Route 726 Wauconda/Barrington to serve Island Lake.
- . Restructure the Waukegan system to meet at the pulse point on Saturday similar to weekdays.

#### Special Considerations

Service requests have been categorized into a special grouping because of their unique circumstances. A description of these requests follow:

- A. Route 353 Thornton-Riverdale  
Express service from Thornton to Chicago's Loop.

#### Positive Aspects

1. Generally the service is well liked by riders. The one-seat ride from a suburban community to downtown is appealing.
2. Downtown delivery is generally better than that of the railroads since railroad stations tend to be on the fringe of the Loop.
3. Fares are currently lower than fares for comparable distance on the railroads on a single ride basis. If a railroad monthly ticket is used, the fares are generally comparable.
4. Higher farebox recovery ratios result from premium fares.

#### Negative Aspects

1. With a good commuter rail system already in place, express service from many areas competes directly with the railroad. Therefore riders on buses, diverted from rails, merely add to the RTA deficit as the bus cost increases while the rail cost remains constant.
2. The express service is generally concentrated in the peak periods. This makes the service expensive to provide as drivers and vehicles are needed only 4-5 hours per day. They are used for only one trip in the morning and one trip in the evening.
3. Express service is generally poor in productivity. Often only one bus load of riders can be accommodated in each peak period. Thus relatively few riders are served per day compared to a local bus route.

In addition, the bus has to deadhead to or from downtown in both morning and afternoon in order to operate the service.

B. Aurora Transportation Center

This involves the relocation of the Aurora pulse point from Downer and Broadway to the proposed Transportation Center at the Aurora Roundhouse. The relocation of the pulse point from its current location would create operational problems, as well as hardship for riders.

In addition, an estimated annual \$300,000 to \$500,000 increase in operating expenses would be required to restructure the west side Aurora routes if current levels of service are maintained.

C. Joliet Trolley

This special service is to be operated by the City of Joliet. The capital funding to purchase the vehicle was provided in the 1984 budget. No operating funds are proposed for this project.

D. Schaumburg Dial-A-Ride/Route 697

Staff is in discussions with the Urban Mass Transit Administration (UMTA) and the Urban Institute on possible ways to integrate the fixed route with paratransit services. The plan would involve paratransit vehicles meeting the fixed route service at designated transfer points to transfer passengers. This would avoid duplication of service as well as increase the amount of service the Dial-A-Ride system could provide.

This proposal may be considered a part of a similar study involving the integration of fixed route and paratransit services in McHenry County.

E. Realignment of Service State Line and Memorial Drive in Calumet City

Realignment of TMOH routes and Hammond Intercity System routes to allow for convenient transfer between the SBD service and the City of Hammond. This will allow citizens to travel via mass transportation across the Indiana-Illinois border.

## SERVICE REDUCTIONS/ELIMINATIONS

The following factors were reviewed when making recommendations for service targeted for reduction or elimination:

### A. Ridership Productivity

Productivity is determined by measuring the extent to which a particular service is utilized (passenger trips) compared to the quantity of service supplied (revenue hours or daily vehicles required). The result is compared with the system-wide average productivity for similar routes. When ridership productivity for similar routes falls below 50% of the system average for a considerable period of time, that route is examined for restructuring to improve productivity or considered for reduction or elimination.

A productivity measure of daily passenger trips per revenue hour was used for regular routes while a measure of daily passenger trips per bus was used for feeder routes.

### B. Proximity of Alternate Service

A route is a more likely candidate for reduction or elimination if alternate service is available. The alternate service may be slower or more circuitous, but it does allow riders with no alternative means to still make their journey.

### C. Ridership Trends

Ridership and productivity over time are considered. Services which are showing continued improvement even though they do not meet standards were allowed to continue their growth pattern. Routes which have declining or stagnant productivity and do not meet standards were considered for reduction or elimination. New or revised routes are generally not considered for alteration until sufficient time has elapsed to determine a trend. If ridership shows no improvement after a restructuring, then elimination becomes the likely alternative.

### D. Farebox Recovery Ratio

This ratio, revenue divided by cost, reflects the standards applied to the Suburban Bus Division and the region as a whole. Since the SBD is a newly created entity, the data to determine accurate ratios on individual routes are not available. Revenue averages are used instead of actual data, to give a general indication of route ranking. Farebox recovery ratios were used in conjunction with productivity factors in developing the 1985 program.



#### E. Public Hearing Testimony and the Local Review

Comments and suggestions from the public and local officials are considered when reviewing the performance of a route.

The following routes are proposed for reduction:

Route 508 Larkin - Discontinuance of Saturday service. This proposal was made in FY1984. During the year a retail complex opened which increased ridership. If ridership continues to increase, the Saturday service should be continued. If ridership drops, the Saturday service should be discontinued. For the first quarter, 1984, the riders per revenue hour was 10.7 compared to the average of 25.5. The approximate farebox recovery ratio for the same quarter was 8 percent.

Route 358 Torrence - A reduction in rush hour service is proposed. This reduction was included in the FY1984 program, but it is not yet implemented. The reduction would eliminate one vehicle, increasing the headway from 30 minutes to 60 minutes. Ridership on the route increased 40 percent over 1983, but the productivity remains quite low. For the first quarter of 1984 the passenger trips per revenue hour was 11.8 compared with the average of 44.6. The approximate farebox recovery ratio for the same quarter was 10 percent.

Route 549 McLean - Discontinuance of Saturday service is proposed for this route. The ridership has been slowly falling over the last three years. For the first quarter of 1984 the productivity was 11.6 passengers per revenue hour compared to the average of 25.5. The approximate farebox recovery ratio is 7 percent. Alternate service is generally available on the radial routes which serve most of Elgin.

Aurora Service - At present most Aurora routes have identical schedules on both Saturdays and weekdays. Ridership on early Saturday morning is only 20-25 percent of weekday morning ridership. A reduction in frequency of service from every 30 minutes to every 60 minutes is proposed for early Saturday morning, approximately 6-9 am. Service would be maintained to all areas. Buses would alternate between routes.

The following routes are proposed for discontinuance:

Route 216 Skokie - The entire length of route is duplicated by other services. The route was restructured in March, 1983. Since then ridership has increased somewhat, but it remains below 1981-2 levels before the route was restructured. Productivity of the service in the first quarter of 1984 was 15.8 passenger trips per revenue hour compared with the average of 44.6. The approximate farebox recovery ratio is 12 percent.

Route 711 Wheaton-Carol Stream-Stratford Square -This route currently operates weekdays as well as limited service on Saturdays. Productivity on both is poor. On weekdays for the first quarter of 1984 the productivity was 7.9 passenger trips per revenue hour compared with the average 29.1. On Saturdays the Route 711 productivity was 7 compared with the average of 25.5. The approximate farebox recovery ratio is 14 percent for weekday and Saturday. Saturday ridership has been slowly growing over two years, but productivity is the second lowest. Weekday ridership has also been growing for the five years the route has operated, but it still ranks only 27 percent of the system average productivity. Due to requests from the Public Hearing, Route 711 will be restructured north of North Avenue for a three month trial. If ridership does not improve this segment of the route will be eliminated thus the area south of North Avenue will be added to Route 715 or the new Roosevelt Road route.

Route 714 Naperville - College of DuPage - This service only runs during the school year. Ridership has been slowly falling since 1981. Productivity for the first quarter of 1984 was 11.5 passenger trips per revenue hour compared with the average of 29.1. The approximate farebox recovery ratio is 13 percent.

Route 717 Naperville-Oak Brook Express - This service started in September of 1983. Ridership has grown slightly but remains very poor. For the first quarter of 1984, Route 717 ranked last in productivity among feeders with 11 passenger trips per bus per day compared with the average of 79. The 1985 program includes a proposal to reroute the service via Lisle at no cost increase. If it is not possible to do this or the reroute fails to generate additional ridership, discontinuance is proposed. The approximate farebox recovery ratio is 4 percent.

Route 815 Geneva Feeder -During 1984 the service in Geneva and St. Charles was reduced 50 percent because of poor ridership. With one bus left, the route was restructured. However, the first two months since the change have not demonstrated any improvement in the productivity. For the first quarter of 1984, when buses were in operation, the productivity was 26 passenger trips per day per bus compared with an average of 79. During July and August productivity was the same. The approximate farebox recovery ratio is 9 percent. The service could improve after the first two months to become acceptable, but it should be discontinued if it does not show considerable improvement.

Route 601 Braintree - This Schaumburg feeder service had a productivity for the first quarter of 1984 of 31 compared with the average of 79. The approximate farebox recovery ratio was 11 percent. Ridership has steadily declined since 1981 and the route has been restructured twice. The first restructuring occurred when the Schaumburg rail station opened. Several months after that the route was restructured again as ridership was at a low level.



# SUPPLEMENTAL SERVICE REDUCTIONS

In addition to the routes previously designated for elimination or restructuring, other routes also are performing below the system average for productivity and have poor farebox recovery ratios. The following is a list of routes below the system average; these routes also may be considered by the SBD Board for elimination or restructuring if financial conditions dictate.

<u>ROUTE #</u>		<u>APPROX. FAREBOX RECOVERY RATIO</u>	<u>RIDERSHIP PRODUCTIVITY</u>	<u>RIDERSHIP PRODUCTIVITY SYSTEM AVERAGE</u>
#244	Deerfield feeder. This route is being reviewed in the Highland Park study.	6	45	79
#330	Mannheim/LaGrange. Sunday This route should benefit from the O'Hare rapid transit, recently opened. Ridership on Sunday is growing.	6	7.8	33.7
#330	Mannheim/LaGrange Saturday this route should benefit from the O'Hare rapid transit, recently opened. Ridership on Saturday is growing.	8	12.5	37.5
#331	Cumberland/5th Saturday. Ridership is growing steadily.	10	13.8	37.5
#332	Elmhurst/York Sunday On weekends this route shares a vehicle with 309, so savings would be minimal if 332 was eliminated.	10	9.9	19.2
#332	Elmhurst/York Saturday On weekends this route shares a vehicle with 309, so savings would be minimal if 332 was eliminated.	10	16.9	25.5
#332	Elmhurst/York Weekday Ridership decreased 12% since 1983.	11	15.7	29.1
#353	Thornton-Riverdale. This route would combine with 356 in the Altgeld restructuring, which should increase ridership.	9	11	44.6

<u>ROUTE #</u>	<u>APPROX. FAREBOX RECOVERY RATIO</u>	<u>RIDERSHIP PRODUCTIVITY</u>	<u>RIDERSHIP PRODUCTIVITY SYSTEM AVERAGE</u>
#358 Torrence Saturday On Saturday #358 shares a bus with #355 which is above minimum standards.	9	17.2	37.5
#362 S. Park Forest feeder Service was rerouted in April, 1984.	9	42	79
#380 Clearing Ind. Dist. Route began operation in 3/84.	12	16.9	44.6
#385 87th/111th Saturday. After shut- down in 1981, route was resumed in March, 1984.	6	6.3	37.5
#405 Woodfield-Randhurst. Route was restructured in 9/84.	15	7	29.1
#532 Randall Rd. (Aurora) Saturday. Route was restructured on 9/24/84.	7	9.3	25.5
#533 Molitor Saturday. Route was extended on 9/24/84.	11	12.2	25.5
#566 Vernon Hills. This route shares a vehicle with 572, so savings would be minimal if 566 was eliminated.	4	5.7	29.1
#622 N. Northbrook. Recently transferred to contract operation.	14	35	79
#693 Arlington Heights-Palatine. Saturday. Ridership increased 8% from 1983.	8	6.4	25.5
#693 Arlington Heights-Palatine-Weekday Ridership increased 19% over 1983.	13	9.1	29.1
#695 Arlington Heights-Woodfield. Route was restructured on 10/1/84.	14	7.7	29.1
#697 Woodfield-Roselle. Considered for integration with paratransit. Ridership is growing since restructur- ing of route in May 1984.	16	10.6	29.1
#801 Elgin-Aurora Saturday. Proposed for increase in service. If the increase does not boost productivity, reduction would be in order in 1986.	8	11.6	25.5
#805 Crystal Lake-Spring Hill Mall. Saturday. Ridership is steadily growing.	13	8.9	25.5

<u>ROUTE #</u>		<u>APPROX. FAREBOX RECOVERY RATIO</u>	<u>RIDERSHIP PRODUCTIVITY</u>	<u>RIDERSHIP PRODUCTIVITY SYSTEM AVERAGE</u>
#805	Crystal Lake-Spring Hill Mall. Ridership is steadily growing. Weekday	13	9.1	29.1
#806	Crystal Lake-Fox Lake. Ridership increased 42% over 1983.	12	7.1	29.1
#807	Woodstock-McHenry. Ridership increased 20% over 1983.	19	11.6	29.1
#809	McHenry-Saturday. Ridership increased 19% over 1983.	14	8.5	25.5
#834	Joliet-Yorktown Ridership is steadily growing.	11	14.5	29.1

## RECOMMENDED FISCAL YEAR 1985 PARATRANSIT OPERATING PROGRAM

The 1985 Paratransit program consists of three areas: current paratransit grant recipients, budgeted at \$1,762,800; paratransit vehicle lease services, budgeted at \$269,800; and new paratransit services, budgeted at \$532,800, for a total cost of \$2.6 million.

The primary goal of the 1985 paratransit program is to extend the SBD paratransit service network to all areas of the six county region. With a base of service in place throughout the region, a 1986 goal would be to increase the daily service hours to provide service reasonably comparable to those available to the general public.

Additional 1985 goals are:

- Provide the ability for riders to make long-distance trips through county-wide services.
- Consolidate SBD Paratransit services, where needed, to provide the maximum degree of service, especially where services currently are poorly used.
- Continue to integrate SBD Paratransit services with one another and with conventional services through transfer arrangements.

### Evaluation Criteria for Paratransit Services

Paratransit services begin only after a community applies to the SBD and the application has been evaluated on the basis of the criteria summarized below. Renewal of the service similarly depends on continued compliance with these criteria.

Need: A community's commitment to the service is evaluated by: (1) Providing local share funding as specified in funding guidelines, as well as other local resources; (2) willingness to comply with SBD's operations, financial and maintenance reporting requirements; and (3) providing local administrative staff to monitor the service.

Funding The guidelines for SBD funding of paratransit services are: Each community must provide at least 25 percent of the total cost of the project and the SBD contribution will be a maximum of \$2.50 per ride. For mobility-limited programs, the community must contribute at least 40 percent of the total cost and the SBD will provide a maximum of \$4 per ride. The SBD will contribute a maximum of \$200,000 per year for each program.

Quality of Service Design: Taken into consideration are a project's ability to meet demand, qualifications of proposed operating staff; adequacy of maintenance and dispatching facilities and the community's ability to execute the service design.

Capacity for Implementation: Each application for service is evaluated on whether the community operates a service and whether the community will provide local funds. The need for capital equipment and the feasibility for coordinating the new service with existing SBD funded paratransit service also is evaluated.

Performance Indicators: Paratransit service requires a period of time to develop fully and changes occasionally are needed to improve performance. A productivity of five passengers per hour is an acceptable average for general population services and three passengers per hour is the standard for services with a high percentage of severely disabled passengers. Productivity currently ranges from 3.6 to 13.05 passengers per hour, with a system average of 5.4. Costs are compared to the average cost of \$21 per vehicle per hour for the system, with the individual characteristics of each service taken into account. The funding guidelines control both unit and hourly costs.

In 1985, 76 services are programmed as listed below.

#### Operating Services

Addison Township	Harvard
Aurora Township	Joliet/HEPT <sup>1</sup>
Avon Township	Lake Villa Township
Bensenville	Libertyville
Bloomigdale Township	Marengo
Bolingbrook	McHenry Township
Crestwood	Mount Prospect
Crystal Lake	Nunda Township
Deerfield	Palatine Township
Deerfield Township	Park Forest
DuPage County	Proviso Township(Bellwood)
Elgin	River Grove
Elk Grove Township (PRC) <sup>1</sup>	St. Charles/Geneva Township
Evanston/Skokie	Schaumburg
Forest Park	Waukegan Township
Frankfort Township	Woodstock
Franklin Park	

#### Vehicle Lease Services

Bloom Township	Peotone
Bremen Township	Rich Township
Calumet Township	River Forest Township
Ela Township	Romeoville
Lemont Township	Stickney Township
Lyons Township	Thornton Township
Norridge	Tinley Park
Oak Park Township	Vernon Township
Orland Park	Wayne Township
Palos Hills	Worth Township

<sup>1</sup>PRC: Paratransit Resource Center; HEPT, Handicapped/Elderly Personal Transit

Programmed Services

Cook County

Northwest County  
Northfield/New Trier  
Niles  
Leyden Township  
Elmwood Park  
Norwood Park Township  
Berwyn/Cicero Township  
W/Southwest County

DuPage County

Naperville  
Winfield Township  
York Township  
Downers Grove Township

Kane County

Batavia Township  
Dundee Township  
Countywide

Lake County

Fox Lake  
Grant Township  
Zion Township  
Countywide

McHenry County

Algonquin

Will County

West/SW County  
New Lenox

1985  
PARATRANSIT OPERATING PROGRAM  
NEW SERVICE SUMMARY BY COUNTY

Cook County	\$556,451
DuPage County	36,625
Kane County	47,136
Lake County	77,418
McHenry County	48,750
Will County	35,093
Total SBD Subsidy	\$801,473

COUNTY	SERVICE	TOTAL COST	FARE REVENUE	LOCAL SHARE	SBD SUBSIDY
COOK					
	Bloom Township	\$ 68,740	\$ 14,768	\$ 20,472	\$ 33,500
	Bremen Township	28,085	6,719	8,103	13,263
	Calumet Township	15,728	3,890	4,488	7,350
	Lemont Township	11,552	950	8,769	1,833
	Lyons Township	63,801	10,194	30,065	23,542
	Norridge	31,990	9,907	8,373	13,710
	Oak Park Township	27,298	5,052	10,579	11,667
	Orland Park	31,547	7,994	8,928	14,625
	Palos Hills	21,550	4,738	6,375	10,437
	Rich Township	30,853	5,954	11,149	13,750
	River Forest Township	17,304	1,876	11,095	4,333
	Stickney Township	51,896	11,908	15,163	24,825
	Thornton Township	82,941	14,918	33,578	34,445
	Tinley Park	19,104	2,886	9,551	6,667
	North Township	66,182	7,164	42,476	16,542
	Berwyn/Cicero Township	7,500	1,125	1,594	4,781
	Elmwood Park	30,000	4,500	6,375	19,125
	Leyden Township	30,000	4,500	6,375	19,125
	Niles	31,300	6,500	14,400	10,400
	Northfield/New Trier	20,000	3,000	4,250	12,750
	Norwood Park Township	7,500	1,125	1,594	4,781
	Northwest County	133,330	20,000	28,330	85,000
	West/Southwest County	<u>340,000</u>	<u>59,500</u>	<u>110,500</u>	<u>170,000</u>
		\$1,168,201	\$209,168	\$402,582	\$556,451
DUPAGE					
	Wayne Township	\$ 26,883	\$ 2,333	\$ 20,050	\$ 4,500
	York Township	9,250	750	2,125	6,375
	Downers Grove Township	9,250	750	2,125	6,375
	Naperville	21,000	750	5,000	13,000
	Winfield Township	<u>9,250</u>	<u>3,000</u>	<u>2,125</u>	<u>6,375</u>
		\$ 75,633	\$ 7,583	\$ 31,425	\$ 36,625
KANE					
	Batavia Township	\$ 31,995	\$ 4,500	\$ 6,870	\$ 20,625
	Dundee Township	30,390	3,542	6,712	20,136
	Countywide	<u>10,000</u>	<u>1,500</u>	<u>2,125</u>	<u>6,375</u>
		\$ 72,385	\$ 9,542	\$ 15,707	\$ 47,136



COUNTY	SERVICE	TOTAL COST	FARE REVENUE	LOCAL SHARE	SBD SUBSIDY
LAKE					
	Ela Township	\$ 30,214	\$ 4,006	\$ 16,958	\$ 9,250
	Vernon Township	24,660	3,556	14,437	6,667
	Zion Township	29,165	3,583	6,395	19,187
	Fox Lake	14,998	4,790	2,550	7,658
	Grant Township	20,040	2,166	4,468	13,406
	Countywide	<u>33,305</u>	<u>5,000</u>	<u>7,055</u>	<u>21,250</u>
		\$ 152,382	\$ 23,101	\$ 51,863	\$ 77,418
MCHENRY					
	Algonquin	\$ <u>69,900</u>	\$ <u>4,875</u>	\$ <u>16,275</u>	\$ <u>48,750</u>
		\$ 69,900	\$ 4,875	\$ 16,275	\$ 48,750
WILL					
	Eastern Will/Peotone	\$ 18,510	\$ 5,237	\$ 3,173	\$ 10,100
	Romeoville	19,994	3,753	7,574	8,667
	New Lenox	19,761	2,984	4,200	3,729
	West/Southwest County	<u>5,849</u>	<u>877</u>	<u>1,243</u>	<u>12,597</u>
		\$ 64,114	\$ 12,851	\$ 16,190	\$ 35,093
	TOTALS	<u>\$1,602,615</u>	<u>\$267,120</u>	<u>\$534,042</u>	<u>\$801,473</u>

\* Those services where vehicle leases are in effect are scheduled for earliest implementation.

SUBURBAN BUS DIVISION  
1985 PARATRANSIT PROGRAM BUDGET  
BY FUNDING SOURCE FOR PARATRANSIT GRANT RECIPIENTS

<u>Operating Services</u>	<u>SBD Subsidy</u>	<u>Fare Revenue</u>	<u>Local Share</u>	<u>Total Cost</u>
Addison Township	\$ 32,553	\$ 16,940	\$ 11,007	\$ 60,500
Aurora Township	58,516	41,086	24,180	123,782
Avon Township	37,200	13,400	12,900	63,500
Bensenville	123,777	37,736	48,136	209,649
Bloomington Township	34,000	7,280	20,220	61,500
Bolingbrook	20,168	9,200	6,426	35,794
Crestwood	24,640	6,785	7,545	38,970
Crystal Lake	172,642	51,170	57,547	281,359
Deerfield	2,931	1,320	1,000	5,251
Deerfield Township	45,993	13,800	15,700	75,493
DuPage County	51,088	21,000	42,912	115,000
Elgin	61,563	16,880	20,852	99,295
Elk Grove Township (PRC) <sup>1</sup>	75,000	53,000	96,700	224,700
Evanston/Skokie	40,000	16,016	31,900	87,916
Forest Park	20,265	5,408	8,127	33,800
Frankfort Township	13,751	3,492	4,764	22,007
Franklin Park	16,753	3,450	27,797	48,000
Harvard	40,000	18,738	13,330	72,068
Joliet/HEPT <sup>2</sup>	200,000	130,800	59,200	390,000
Lake Villa Township	10,000	2,050	11,450	23,500
Libertyville	29,478	23,254	10,118	62,850
Marengo	39,758	9,116	16,239	65,113
McHenry Township	37,389	5,208	15,271	57,868
Milton Township	15,432	2,650	12,293	30,375
Mount Prospect	17,970	15,900	5,880	39,750
Nunda Township	30,904	3,800	13,236	47,940
Palatine Township	51,422	23,523	26,490	101,435
Park Forest	107,120	47,609	35,707	190,436
Proviso Township (Bellwood)	52,250	13,825	32,625	98,700
River Grove	17,000	8,070	5,830	30,900
St. Charles/Geneva Township	25,689	9,779	9,600	45,068
Schaumburg	155,000	47,207	60,060	262,267
Waukegan Township	53,007	9,700	42,293	105,000
Woodstock	49,600	14,517	16,533	80,650
 Totals	 1,762,859	 703,709	 823,868	 3,290,436
 % of Total	 50	 28	 22	 100

<sup>1</sup>(PRC): Paratransit Resource Center;

<sup>2</sup>(HEPT): Handicapped and Elderly Transit

## APPENDIX

1985 PROGRAM PROPOSALS

COOK

Group 1

New/Extended Service

	<u>VEHICLES REQUIRED</u>	<u>NET ANNUAL COST</u>	<u>ESTIMATED NEW RIDERSHIP (ANNUAL)</u>
Mt. Prospect Feeder From requests and staff analysis. Would serve area southwest of station.	1	21,500	29,000
Burnham From S. Suburban TDP. Would operate in Calumet City & Lansing. Could involve a restructuring of other routes in the area.	1	82,100	57,900
LaGrange-Countryside From community requests. Would also serve Hodgkins and LaGrange Hospital midday. All day service.	1	\$ 67,100	77,800
Extend #352 to 95th 1/2 hour service 2 buses, 7 days Restoration of service, public requests.	3	339,900	214,200
<u>Service Improvement</u>			
#423 Sheridan - 30 min svc 1100-1500 weekdays	-	7,300	17,700
#423 Sheridan - later evening service until 8pm	-	2,600	4,000
#307 Harlem 20 min. midday (2 bus. 5.5 hr.) 30 min. From carrier. Loadings heavy and running time tight.	-	96,700	67,600
#270 Milwaukee midday added running time (7 hr.) From carrier. Buses currently running late.	-	48,200	1,910
#270 Milwaukee Sat. 20 minute service (13 hr.) From carrier. Buses currently running late.	1	16,600	8,300
#240 Park Ridge rush period added running time (8 hr.) From carrier.	1	53,800	22,400
#366 Chicago Hts.-Park Forest Plaza revised running time (1 bus. 12 hr.) From carrier. Ridership increasing and running time is short.	1	113,000	14,000
#421 Wilmette - later evening service until 9pm	-	3,600	3,400
#213 Green Bay one hour later evening svc. Considered for FY1984.	-	9,000	2,600
#223 Elk Grove added bus rush (5 hr.) From carrier/staff. Heavy loading with rapid transit extension and improved economy.	1	28,500	30,600
#832 Service to Village of Lyons. Request from Morton West High School.	1	43,000	7,700

<u>Group 1 (Cont'd)</u>	<u>VEHICLES REQUIRED</u>	<u>NET ANNUAL COST</u>	<u>ESTIMATED NEW RIDERSHIP (ANNUAL)</u>
<u>Restructuring</u>			
S. Michigan/Altgeld Gardens From staff development. Would swap CTA and TMOH operating area to provide service more effectively.	-	-	-
#211 Wheeling-Loop-Restructure to serve O'Hare rapid transit and eliminate service to downtown Chicago.		(92,000)	68,300
Total		\$ 841,000	
<u>Group 2</u>			
<u>New/Extended Service</u>			
Buffalo Grove-Northbrook From Lake County Plan. Would generally operate in Dundee and Lake-Cook corridor to Northbrook Court.	2	128,100	63,700
West Sibley route to Orland Sq. From South suburban study. Generally west from Harvey along 147th to Orland Square. A portion would be service restored after shutdown in 1981.	3	242,700	100,500
Arlington Hts. - Elk Grove From NW Cook TDP. Rush hour only. For Elk Grove workers and C&NW commuters.	2	63,200	51,500
NW Franklin Park Industrial From 1984 consideration.	1	56,200	38,300
Tinley Park feeder From 1984 consideration.	1	23,800	24,500
<u>Service Improvements</u>			
Reduce #309 Lake to 20 min rush Heavy loadings and short running time.	1	60,900	28,100
Reduce #313 St. Charles to 20 min rush Heavy loadings and short running time.	1	133,800	25,500
#270 Milwaukee Sun. added running time (10.5 hr.) From carrier. Tight running times.	1	14,600	5,800
#212 Evan.-Northbrook pm rush running time (3 hr.) From carrier. Tight running times.	1	29,400	3,800
#215 Crawford am rush running time From carrier. Tight running time.	1	31,400	3,800
#311 Oak Park running time rush (1 bus. 7 hr.) From carrier. Ridership increasing and running time short.	1	72,900	14,000

	<u>VEHICLES REQUIRED</u>	<u>NET ANNUAL COST</u>	<u>ESTIMATED NEW RIDERSHIP (ANNUAL)</u>
<u>Group 2 (Cont'd)</u>			
#381 95th Later service for Moraine (3 hr.) Request from general public to meet college evening hours (until 10pm.)	-	21,800	14,000
<u>Service Improvements</u>			
TMOL Sunday Restoration of previous service. Probably would include #381 95th, #383 Cicero and #384 Narragansett/Ridgeland. Petition from Ford City received.	5	85,700	34,800
#228 Harlem Saturday service (1 bus, 9 hr.) Request from public.	1	10,800	10,100
#330 Mannheim/LaGrange earlier & later service for O'Hare (8 hr.) Airline personnel start before 6am and finish in evening. Request from workers.	1	83,900	14,000
#355 Lansing added pm Sibley trip (3 hr.) From carrier.	1	24,900	5,100
Total		\$2,066,000	
<u>Group 3</u>			
<u>New/Extended Service</u>			
Skokie Road Corridor (1 bus, 13 hr.) From carrier.	1	86,300	45,600
Service for Ivanhoe (Riverdale) area (1 bus. 12 hr.) Request from public.	1	102,300	35,300
Service to Milwaukee/Dundee (1 bus. 3.5 hr.) From public requests for service in area north of Golf Mill.	1	35,800	8,900
#424 Extension (new route) to Glenview From carrier.	1	24,000	14,000
#235 Wolf Road rush hour service (2 buses, 8 hrs. each) From carrier.	2	109,600	49,700
<u>Service Improvements</u>			
#318 W. North Ave Sunday service (1 bus. 9 hr.) Request from public.	1	19,900	5,800
#319 Grand Sunday service (1 bus, 9hr.) Request from public.	1	20,000	5,500
#318 W. North-20 min pm rush (1 bus, 3.5 hr.) From carrier.	1	35,800	8,900

	<u>VEHICLES REQUIRED</u>	<u>NET ANNUAL COST</u>	<u>ESTIMATED NEW RIDERSHIP (ANNUAL)</u>
<u>Group 3 (Cont'd)</u>			
<u>Service Improvements</u>			
#305 Sunday service (2 buses, 9 hr.) Request from public.	2	35,400	21,200
#370 Evening service (4hr.) From staff. Service for Prairie State College.	-	36,200	7,700
Extended #307 rush trips to Argo From carrier.	2	83,100	33,200
#322 22nd St. later evening service Sat. (2 bus. 4 hr) Request from public for service until 10pm.	-	16,800	3,400
<u>Restructuring</u>			
Service to Lansing business area, Ridge Ave. between Burnham and Wentworth From public request, from Chamber of Commerce.	1	118,100	3,800
	Total	\$761,100	
<u>Group 4</u>			
<u>New/Extended Service</u>			
Lake-Cook Road in Wheeling (1 bus, 12 hr.) From Wheeling.	1	75,200	19,500
Elgin-Woodfield Shopping Center From 1984 consideration. Via Golf Road.	1	63,800	28,400
Joliet-Lincoln Mall From 1984 consideration. Via Frankfort and New Lenox.	2	203,500	40,400
Palatine-Mt. Prospect via Central/Kirchoff From NW Cook TDP.	2	173,300	17,900
Schaumburg route to Harper (1 bus. 12 hr.) - Paratransit From public requests.		85,000	*
<u>Service Improvements</u>			
#241 Limited Saturday service (1 bus 8 hr.) Requests from public. Cut off due to low productivity in August.	1	11,700	4,400
Add #305 service for racetrack along Laramie in Cicero. From 1984 consideration.	-	3,300	1,900
Add midday to #753 Matteson From 1984 consideration.	-	52,200	7,700

	<u>VEHICLES REQUIRED</u>	<u>NET ANNUAL COST</u>	<u>ESTIMATED NEW RIDERSHIP (ANNUAL)</u>
<u>Group 4 (Cont'd)</u>			
<u>Service Improvements</u>			
#381 Additional rush service to trains (1 bus 7 hr.) From public letter. Train times don't always mesh with 15 minutes bus service.	1	53,700	28,000
#831 or #832 express service to Downtown Chicago From Will County. 4 round trips not in rush to supplement train service.	1	132,700	29,300
Earlier #241 service (1 hr.) - Now starts 6:00 am, wants 5:00 am service. Request from public.	-	7,800	500
TOTAL		\$ 862,200	

DUPAGE

Group 1

New/Extended Service

Elmhurst-Addison Industrial route (handicapped center) DuPage TIP.	-	(370)	13,300
Naperville evening feeder service. A trial of expanded hours for feeder service. Naperville & staff proposal.	-	10,800	6,400
S. Central Wheaton feeder From DuPage TIP.	1	26,800	18,400
Bloomingtondale-Stratford Sq. (Sat.) From staff and DuPage TIP. Was conceived as trial of route from suburban area to major shopping centers.	1	10,100	5,700
Roosevelt Road route (3 bus rush, 2 base, 12 hr.) From DuPage TIP. Operate between Wheaton and Oakbrook Center.	3	178,400	69,100
GNATS (1 bus, rush) From DuPage TIP. For increased feeder service.	1	27,800	16,300

Restructuring

#717 Reroute to Lisle. Will be made only if no additional equipment is required. From DuPage TIP.	-	-	3,800
TOTAL		\$ 253,530	



	VEHICLES REQUIRED	NET ANNUAL COST	ESTIMATED NEW RIDERSHIP (ANNUAL)
<u>Group 2</u>			
<u>New/Extended Service</u>			
Westmont-Oak Brook work route (2 buses, 3.5 hrs.) From DuPage TIP. Rush period only.	2	69,300	17,300
GNATS (1 bus, rush) From DuPage TIP.	1	31,400	8,200
TOTAL		100,700	
<u>Group 3</u>			
<u>New/Extended Service</u>			
Carol Stream/Hanover Feeder From DuPage TIP.	1	28,400	14,300
Fox Valley Villages feeder service to BN trains. From public request.	1	31,100	8,900
TOTAL		59,500	
<u>Group 4</u>			
<u>New/Extended Service</u>			
Joliet-Fox Valley Center via Plainfield. From public request.	2	215,900	26,800
<u>Service Improvements</u>			
#702 all day service From 1984 consideration.	-	52,800	6,400
TOTAL		\$ 268,700	
<u>KANE</u>			
<u>Group 1</u>			
Work had just begun on a study of service in Kane County in cooperation with the county Transportation Committee. Work on this will resume shortly. As a result of the study, some items included below may be changed.			
<u>Service Improvements</u>			
#552 Elgin-Spring Hill Mall headway reduction. From carrier. Add one bus all day.	1	110,300	44,600
#801 Aurora-Elgin headway reduction. From carrier.	1	118,200	24,200
<u>Restructuring</u>			
Extend #530 Fox Valley Bus to Venture Store	-	--	9,000
TOTAL		228,500	

	VEHICLES REQUIRED	NET ANNUAL COST	ESTIMATED NEW RIDERSHIP (ANNUAL)
<u>KANE (Cont'd)</u>			
<u>Group 2</u>			
<u>New/Extended Service</u>			
Elgin Community College Shuttle service. From carrier. Proposal needs to be developed with the college. Service between two campuses.	-	110,000	*
<u>Service Improvements</u>			
Extend #549 to serve South Elgin From carrier.	1	120,900	14,000
Realign SE Aurora routes From 1984 consideration. Rework large loop routes with one additional vehicle.	1	\$ 114,200	47,500
#542 Grove split into 2 routes to reduce looping. From carrier.	1	139,000	16,600
#803 Carpentersville Expansion and extend to K-Mart. From carrier.	1	134,500	42,100
TOTAL		\$ 618,600	
<u>Group 3</u>			
<u>New/Extended Service</u>			
North Avenue service, Randall-to West Chicago From carrier (Elgin).	1	31,500	8,900
Elgin CC-evening service From carrier. Proposal need to be developed with the college.	-	\$ 40,000	*
TOTAL		\$ 71,500	
<u>LAKE</u>			
<u>Group 1</u>			
<u>New/Extended Service</u>			
Lakehurst-Northbrook Ct. From Lake County TDP.	4	\$ 249,000	81,600
#564 Service extension From Lake County study. Would realign route in North Chicago and extend to Abbott Laboratories and American Hospital Supply.	1	\$ 80,400	22,900
#565 Service extension From Lake County Study. Realign and route to Lakehurst, add Saturday service.	1	90,900	40,800

	VEHICLES REQUIRED	NET ANNUAL COST	ESTIMATED NEW RIDERSHIP (ANNUAL)
<u>LAKE (Cont'd)</u>			
<u>Group 1</u>			
<u>Restructuring</u>			
Highland Park study (1 bus, 12 hrs.) Study yet to be completed. Exact service yet to be determined.	1	92,000	*
#213 Green Bay restructuring (1 bus, 12 hr. 6 days) From Lake County study.	1	66,400	110,000
	TOTAL	\$ 578,700	
<u>Group 2</u>			
<u>Service Improvement</u>			
#568 Later hours to Lakehurst and Belvidere Mall closings. Service not yet restored from 1981.	-	\$ 20,500	17,900
#572 Later hours to Lake County College Closing (Also Hawthorn Center) Service not yet restored from 1981.	-	50,600	12,800
	TOTAL	\$ 152,400	
<u>Group 3</u>			
<u>New/Extended Service</u>			
Libertyville-N. Chicago From residences via Abbott Labs to Industrial area. From 1984 consideration.	3	242,300	66,000
Saturday/Sunday local route From carrier. Proposal to serve Waukegan traffic generators in connection with 567.	1	34,400	11,000
<u>Restructuring</u>			
Pulsing Saturday similar to weekday (6 hrs.) From carrier.	-	\$ 10,800	500
#726 Reroute thru Island Lake From 1984 consideration. (Request from Community)	1	35,400	1,300
	TOTAL	\$ 322,900	

\* This service will be restructured if changes in service  
to Grandwood Park fails to improve ridership.

	VEHICLES REQUIRED	NET ANNUAL COST	ESTIMATED NEW RIDERSHIP (ANNUAL)
(LAKE Cont'd)			
<u>Group 4</u>			
<u>New/Extended Service</u>			
Barrington-Great America (7 days, 6 hrs.) From public request.	1	\$ 15,200	7,500
	TOTAL	\$ 15,200	
<u>MCHENRY</u>			
<u>Group 3</u>			
<u>New/Extended Service</u>			
Cary service to Spring Hill, Crystal Point From community of Cary.	1	\$ 78,900	15,300
	TOTAL	\$ 78,900	
<u>WILL</u>			
<u>Group 1</u>			
<u>New/Extended Service</u>			
Bolingbrook-Naperville-Fox Valley (Sat.) From staff and DuPage TIP. Was conceived as trial of route from suburban area to major shopping centers.	1	20,600	10,900
<u>Group 3</u>			
<u>New/Extended Service</u>			
Bolingbrook-Romeoville-L. Joliet Mall (1 bus, 12 hrs.) Request from County.	1	122,000	*
	TOTAL	\$ 142,600	
<u>Special Consideration</u>			
#353 Loop express (4 bus. 33 hr.) Request from communities, carrier.	4	\$ 301,200	28,800
Aurora Transportation Center at Roundhouse. Move buses out of downtown. From Aurora & staff. Exact impact to be refined.	4	400,000	*
	TOTAL	\$ 701,200	

\*Service not yet determined so no ridership or revenue estimates were made.

# 1985 SERVICE REDUCTIONS

<u>ROUTE #</u>	<u>COUNTY</u>		<u>APPROXIMATE FAREBOX RECOVERY RATIO</u>	<u>ANNUAL RIDERS</u>	<u>VEHICLES REQUIRED</u>	<u>ESTIMATED NET SAVINGS</u>
216	C	Skokie Local discontinuance	12%	40,035	1	88,690
508	W	Larkin Saturday discontinuance	9%	3,900	1	14,160
358	C	Torrence reduction*	4%*	6,120	1	67,880
711	D	Wheaton Carol Stream-Stratford Sq. discontinuance of segment north of North Avenue	14%	41,595	2	51,600
714	D	Naperville-College of DuPage discontinuance	13%	3,600	0	9,560
521-529	K	Aurora routes reduce. Saturday service to hourly to 9 a.m	8%	7,020	0	23,965
549	K	McLean Saturday discontinuance	7%	5,824	1	17,369
717	D	Naperville-Oakbrook Express	3%	4,512	2	67,744
815	K	Geneva feeder	9%	6,912	1	32,890
601	C	Braintree	11%	7,116	1	32,086
Total						\$405,944

\* Recovery Ratio reflects only those portions proposed for discontinuance, not the entire route.

1985 FIXED ROUTE OPERATING PROGRAM SUMMARY

Group 1 items, new service, service reductions, and special considerations were approved by the SBD Board of Directors. The Directors have the option to add or remove items from the remaining groups of the program at a later date. However, new service will be phased in order to remain within the \$1.2 million service expansion.

Cook

Group 1 additions	\$797,900	
Reductions	(188,600)	
Changes to Group 1	43,000	
#832 service to Village of Lyons moved from Group 2 based upon response and requests from community.		652,400

DuPage

Group 1 additions	253,500	
Reduction	(180,600)	
Changes to Group 1	51,700	
#711 retain section of route south of North Avenue, combine with new route on Roosevelt Road or Route 715, eliminate remainder of route		124,600

Kane

Group 1 additions	228,500	
Reductions	(74,300)	
Group 1 items approved however, through the local decision making process items may be deferred to the Kane County Study.		154,200

Lake

Group 1 additions	578,700	
Reductions	-	
Changes to Group 1	-	
#565 put service extension to Lakehurst into Group 2. Extend existing service. Look into the feasibility of providing service to College of Lake County and Lindenhurst.		578,700

McHenry

Group 1 additions	-	
Reductions	-	

<u>Will</u>		
Group 1 additions	20,600	
Reductions	(14,200)	
		6,400
Total		\$1,516,300
Special Considerations		\$701,200
Grand Total		\$2,217,500
(Group 1 and Special Considerations)		

ORDINANCE NO. \_\_\_\_\_

WHEREAS, the Suburban Bus Division (SBD) is required by the RTA Act as Amended to adopt a 1985 Operating and Capital Budget and Program, and a Financial Plan for 1985 through 1987; and

WHEREAS, such program is to comply with the Financial and Budgetary practices as identified in the Amended RTA Act.

NOW THEREFORE, BE IT ORDAINED by the Board of Directors of the Suburban Bus Division that the attached document identified as the FY85 Operating and Capital Program and FY85-87 Financial Plan is hereby adopted. The accompanying documents entitled the FY85 Operating Budget Technical Appendix and the FY85-89 Suburban Bus Capital Program Technical Appendix are recognized as an integral part of this document and are hereby approved.



WHEREAS, the Suburban Bus Division pursuant to Article III-A, Section 3A.10 of the Regional Transportation Authority ("RTA") Act as amended, is required to hold at least one public hearing in each of the counties in the metropolitan region in which the Division provides service, and

WHEREAS, the public hearing shall be held before the proposed budget and program and financial plan are submitted to the RTA.

NOW THEREFORE, BE IT ORDAINED by the Board of Directors of the Suburban Bus Division that the following items be released for Public Hearings and public discussion.

1. Proposed 1985 Operating and Capital Program  
FY85-87 Financial Plan
2. Proposed 1985 Operating Budget - Technical Appendix
3. Proposed FY85-89 Suburban Bus Capital Program  
Technical Appendix

LEGAL NOTICE  
SUBURBAN BUS DIVISION  
HEARINGS  
ON PROPOSED OPERATING AND CAPITAL PROGRAMS AND BUDGET  
FOR FISCAL YEAR 1985

Notice is hereby given that the Suburban Bus Division (SBD) of the Regional Transportation Authority will hold public hearings on its proposed operating and capital programs and budget for Fiscal Year 1985 (January 1, 1985 to December 31, 1985).

Any person may present views orally at the hearings or by submitting written material at any time, but not later than seven (7) days after the conclusion of the hearings on October 27, 1984. Copies of the proposed operating and capital program and budget for Fiscal Year 1985 are available for public inspection in the offices of the SBD, Room 702, 300 North State Street, Chicago, Illinois. The documents will be available at most public libraries as well as township, city and village offices in the six-county SBD region seven days prior to the hearings.

OCTOBER 4, 1984

NOTICE OF PUBLIC HEARINGS

Thursday, October 25, 1984 - 7:30 p.m.

DuPage County	Elmhurst City Hall 119 Schiller Street Elmhurst
McHenry County	McHenry County Courthouse 2200 North Seminary Avenue Woodstock
Will County	Joliet Municipal Building City Council Chambers 150 West Jefferson Street Joliet

Friday, October 26, 1984 - 7:30 p.m.

Kane County	Kane County Government Center Building A First Floor Board Room 719 Batavia Geneva
Lake County	Lake County Courthouse County Board Room - 10th Floor 18 North County Street Waukegan

Saturday, October 27, 1984 - 10:00 a.m.

Cook County	Des Plaines Civic Center Council Chambers - Room 102 1420 Miner Street Des Plaines
Cook County	Flossmoor Village Hall Council Chambers 2800 Flossmoor Road Flossmoor

COUNTY BOARD MEETINGS

<u>McHenry County</u>	<u>Monday, October 1, 1984</u>	<u>10:30 a.m.</u>
	McHenry County Transportation Committee McHenry County Highway Department Building 12104 Country Club Road (at Route 47) Woodstock, Illinois	
<u>DuPage County</u>	<u>Tuesday, October 9, 1984</u>	<u>9:30 a.m.</u>
	DuPage County Board DuPage County Administration Center County Board Room - 3rd Floor, north wing 421 North County Farm Road Wheaton, Illinois	
<u>Kane County</u>	<u>Tuesday, October 9, 1984</u>	<u>9:30 a.m.</u>
	Kane County Transportation Committee Kane County Garage Facilities Conference Room 41W011 Burlington Road St. Charles, Illinois	
<u>Lake County</u>	<u>Tuesday, October 9, 1984</u>	<u>9:00 a.m.</u>
	Lake County Board County Board Building County Board Room - 10th Fl. 18 North County Street Waukegan, Illinois	
<u>Cook County</u>	<u>Monday, October 15, 1984</u>	<u>10:00 a.m.</u>
	Cook County Board of Commissioners County Building - Room 569 118 North Clark Chicago, Illinois	
<u>McHenry County</u>	<u>Tuesday, October 16, 1984</u>	<u>9:00 a.m.</u>
	McHenry County Board McHenry County Court House 2200 North Seminary Avenue Woodstock, Illinois	
<u>Will County</u>	<u>Thursday, October 18, 1984</u>	<u>9:30 a.m.</u>
	Will County Board Will County Court House County Board Room - 100 14 West Jefferson Street Joliet, Illinois	



## **Suburban Bus Division**

300 N. State Street, Chicago, Illinois 60610

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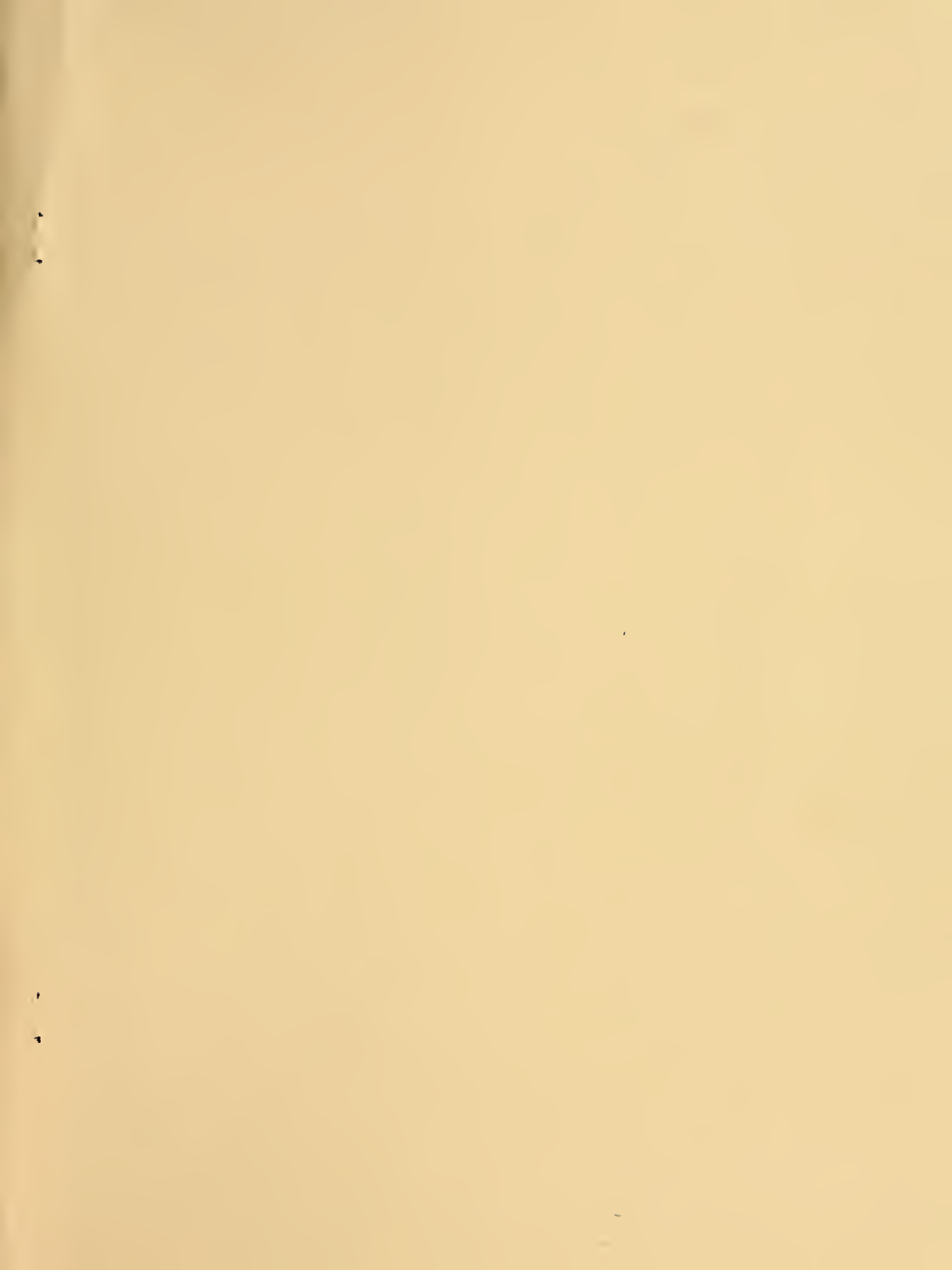
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Regional Authorities/Programs